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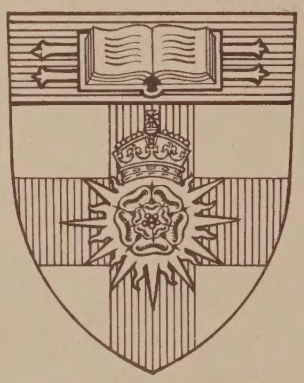

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ACCOUNTS AND PAPERS:

SIXTY-FIVE VOLUMES.

—(*14.*)—

EAST INDIA—*continued.*

PROGRESS AND CONDITION; RAILWAY; SANITARY MEASURES; TRADE.

Session

29 *January* 1908 —— 21 *December* 1908.

VOL. LXXV.

1908.

ACCOUNTS AND PAPERS:

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FOURTEENTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* Paging *of the Volumes arranged for The House of Commons.*

EAST INDIA—*continued.*

East India (Progress and Condition):

145. Statement exhibiting the Moral and Material Progress and Condition of India during the Year 1906-07. Forty-third Number. p. 1

East India (Railways):

[Cd. 4190.] Administration Report on the Railways in India for the Calendar Year 1907. 203

[Cd. 4111.] Report of the Committee on Indian Railway Finance and Administration. 523

East India (Railways and Irrigation Works):

144. Return showing the Estimated Position, as regards Capital Expenditure, of the several Railways and Irrigation Works under Construction in India, on the 31st day of March 1908, and the Proposed Expenditure thereon during 1908-09 (in continuation of No. 150, of 1907). 557

East India (Sanitary Measures):

[Cd. 4314.] Report on Sanitary Measures in India in 1906-1907. Vol. XL. 561

East India (Review of Trade):

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[Cd. 4390.] Review of the Trade of India in 1907-1908. 795

East India (Trade):

[Cd. 3969.] Tables relating to the Trade of British India with British Possessions and Foreign Countries, 1902-03 to 1906-07. 883

STATEMENT

EXHIBITING THE

MORAL AND MATERIAL PROGRESS AND CONDITION

OF

INDIA

DURING THE YEAR 1906-07.

FORTY-THIRD NUMBER.

(*Presented pursuant to Act* 21 *&* 22 *Vict. c.* 106. *s.* 53.)

India Office,
18 May 1908.

ARTHUR GODLEY,
Under Secretary of State for India.

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145.

NOTE.

The Statement exhibiting the Moral and Material Progress and Condition of India is presented to Parliament in each year in accordance with the requirements of the 53rd section of the Act for the better Government of India (21 and 22 Vict., cap. 106), which provides as follows:—"The Secretary of State in Council shall, within the first fourteen days during which Parliament may be sitting next after the first day of May in every year, lay before both Houses of Parliament an account for the Financial Year preceding that last completed of the Annual Produce of the Revenues of India . . . and such account shall be accompanied by a Statement prepared from detailed reports from each Presidency and District in India, in such form as shall best exhibit the Moral and Material Progress and Condition of India in each such Presidency."

The Statement is prepared in the India Office from a large number of annual reports received from India. Many of these reports are compiled from information furnished by District and Political Officers, and are submitted to the Governments of the respective Provinces and to the Government of India for consideration and review before transmission to England; and some of them, which deal with the operations of important departments and require the careful consideration of the authorities in India, are not received at the India Office till about a year after the date of the period to which they refer.

It is, therefore, seldom possible to present the Statement to Parliament earlier than the date mentioned in the Statute, *i.e.*, about thirteen and a half months after the close of the official year.

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CHAPTER I.

ADMINISTRATION AND LEGISLATION.

ADMINISTRATION.

ADMINISTRATION.

LIST of the holders in 1906–07 of the more important appointments connected with the administration of India, those appointed during the year being shown in *italics*.

OFFICE.	——	Date of Appointment or Assumption of Charge of Office.	REMARKS.
Secretary of State	The Right Hon. John Morley, O.M., M.P.	12 December 1905	
Permanent Under Secretary of State.	Sir Arthur Godley, K.C.B.	30 September 1883	
Parliamentary Under Secretary of State.	The Right Hon. J. E. Ellis, P.C., M.P.	12 December 1905	Resigned 1 February 1907.
	C. E. H. Hobhouse, M.P.	1 February 1907	
Members of the Council of India	General Sir J. J. H. Gordon, K.C.B.	1 January 1897	In succession to Sir O. T. Burne. Retired 31 December 1906.
	Sir Dennis Fitzpatrick, K.C.S.I.	24 April 1897	In succession to Sir J. Strachey.
	Sir J. L. Mackay, G.C.M.G., K.C.I.E.	27 April 1897	In succession to Robert Hardie.
	Sir John Edge, K.C.	30 March 1898	In succession to Sir C. Turner.
	Sir Philip P. Hutchins, K.C.S.I.	1 August 1898	In succession to Sir A. J. Arbuthnot.
	General Sir A. R. Badcock, K.C.B., C.S.I.	26 March 1901	In succession to Sir D. M. Stewart. Died 23 March 1907.
	Sir William Lee-Warner, K.C.S.I.	12 November 1902	In succession to Sir J. Peile.
	J. F. Finlay, C.S.I.	10 May 1903	In succession to Sir J. Westland. Appointed Member of Governor-General's Council, 1 January 1907.
	Sir H. S. Barnes, K.C.S.I., K.C.V.O.	9 May 1905	In succession to Sir A. P. Macdonnell.
	Lieut.-Col. Sir D. W. K. Barr, K.C.S.I.	16 August 1905	In succession to Sir Charles H. T. Crosthwaite.
	Sir F. Schuster	26 April 1906	In succession to F. C. Le Marchant.
	T. Morison	19 December 1906	
	General Sir C. C. Egerton, G.C.B., D.S.O.	5 February 1907	In succession to General Sir J. J. H. Gordon.
Governor-General	The Right Hon. the Earl of Minto, P.C., G.M.S.I., G.C.M.G., G.M.I.E.	18 November 1905	
Members of Council	General Viscount Kitchener of Khartoum, G.C.B., O.M., G.C.M.G. (extraordinary), Commander-in-Chief.	28 November 1902	
	Sir A. T. Arundel, K.C.S.I.	18 May 1901	Resigned 15 October 1906.
	Sir D. J. Ibbetson, K.C.S.I.	5 March 1902	Resigned 5 March 1907.
	H. Erle Richards	18 April 1904	
	Sir J. P. Hewett, K.C.S.I., C.I.E.	23 December 1904	Lieut.-Governor United Provinces, 1 January 1907.
	E. N. Baker, C.S.I.	10 January 1905	
	Major-General C. H. Scott, C.B.	18 November 1905	
	Sir C. L. Tupper, K.C.I.E., C.S.I.	2 April 1906	Temporary, to 28 September 1906.
	Sir H. Adamson, C.S.I.	15 October 1906	
	J. F. Finlay, C.S.I.	1 January 1907	
	J. O. Miller, C.S.I.	6 March 1907	
Lieutenant-Governor of Bengal	Sir A. H. Leith Fraser, K.C.S.I.	2 November 1903	
Lieutenant-Governor of Eastern Bengal and Assam.	Sir J. B. Fuller, K.C.S.I., C.I.E.	16 October 1905	Resigned 20 August 1906.
	Sir L. Hare, K.C.S.I., C.I.E.	20 August 1906	

ADMINISTRATION.

OFFICE.	——	Date of Appointment or Assumption of Charge of Office.	REMARKS.
Lieutenant-Governor of the United Provinces of Agra and Oudh	Sir J. J. D. La Touche, K.C.S.I. *Sir J. P. Hewett*, K.C.S.I., C.I.E.	14 November 1901 1 January 1907	Resigned 31 December 1906.
Lieutenant-Governor of the Punjab.	Sir Charles M. Rivaz, K.C.S.I. *Sir D. C. J. Ibbetson*, K.C.S.I.	6 March 1902 6 March 1907	Resigned 5 March 1907.
Lieutenant-Governor of Burma -	Sir H. T. White, K.C.I.E. -	9 May 1905	
Chief Commissioner of the Central Provinces.	J. O. Miller, C.S.I. - - *R. H. Craddock*, C.S.I.	4 May 1905 25 March 1907	Member of Governor-General's Council, 6 March 1907.
Agent to the Governor-General in Rajputana and Chief Commissioner of Ajmer-Merwara.	E. G. Colvin, C.S.I. -	1 October 1905	
Resident in Mysore and Chief Commissioner of Coorg.	S. M. Fraser, C.I.E. - -	22 November 1905	
Resident, Hyderabad - -	C. S. Bayley, C.S.I. - -	1 March 1905	
Agent to the Governor-General in Central India.	Lieut.-Colonel H. Daly, C.S.I., C.I.E.	19 February 1905	
Resident in Kashmir - - -	Lieut.-Colonel T. C. Pears - *Major Sir F. E. Younghusband*, K.C.I.E.	21 March 1905 27 June 1906	Retired 27 June 1906.
Resident and Agent to the Governor-General, Baroda.	Lieut.-Colonel M. J. Meade, C.I.E.	5 November 1901	
Agent to the Governor-General in Baluchistan and Chief Commissioner of British Baluchistan.	Major Sir A. H. McMahon, K.C.I.E., C.S.I.	1 January 1905	
Chief Commissioner of the N.W. Frontier Province.	Lieut.-Colonel Sir H. A. Deane, K.C.S.I.	9 November 1901	
Political Resident, Persian Gulf and H.B.M.'s Consul-General at Bushire.	Major P. Z. Cox, C.I.E. -	1 January 1905	Officiating from 25 April 1904.
Governor of Madras - - -	Hon. Sir A. Lawley, G.C.I.E., K.C.M.G.	28 March 1906	
Members of Council - - -	Sir J. Thomson, K.C.S.I. - G. Stokes, C.S.I. - - *G. S. Forbes*, C.S.I.	9 May 1901 9 November 1903 12 June 1906	Retired 4 August 1906.
Governor of Bombay - - -	Lord Lamington, G.C.M.G., G.C.I.E.	12 December 1903	
Members of Council - - -	E. McG. H. Fulton, C.S.I. - J. W. P. Muir Mackenzie, C.S.I.	24 April 1902 6 August 1905	
Political Resident, Aden - -	Major-General H. M. Mason *Major-General E. de Brath*, C.B., C.I.E.	28 June 1904 14 November 1906	Retired 14 November 1906.

LEGISLATION.

LEGISLATION.

Between the 1st April 1906 and the 31st March 1907, the Governor-General gave his assent to the following enactments:—Six Acts passed by the Council of the Governor-General for making Laws and Regulations; two by the Legislative Council of Madras; two by that of Bombay; one by that of Bengal; two by that of Eastern Bengal and Assam; three by that of the United Provinces of Agra and Oudh; three by that of the Punjab; one by that of Burma, and two Regulations passed by the Governor-General in Council, on the recommendation of the local Governments of the provinces affected by them, in accordance with the provisions of 33 Vict. c. 33.

The following are the measures referred to:—

ACTS OF THE GOVERNOR-GENERAL'S COUNCIL.

Excise (Amendment) Act, 1906.

Act VII. of 1906 imposes restrictions on the sale of cocaine in the United Provinces, the Punjab, the North-West Frontier Province, the Central Provinces, Burma, Coorg, and Ajmer.

LEGISLATION.

Act VIII. of 1906 gives to Local Governments wider discretion in the matter of agricultural advances. — Land Improvement and Agriculturists' Loans (Amendment) Act, 1906.

Act I. of 1907 relaxed certain restrictions on the powers under which the Presidency banks transact their banking business. For instance, it gave permission to these banks to deal in the securities of State-aided Railways and District Boards, and to the Ceylon branch of the Bank of Madras to deal in the securities of the Government of Ceylon. The limit to the amount to which customers might overdraw was enlarged, and the period for which loans and advances might be granted was extended in some cases. — Presidency Banks (Amendment) Act, 1907.

Act II. of 1907 provided for the periodical inspection of steam-boilers and prime-movers and for their management by competent engineers in the Central Provinces. — Central Provinces Boiler Inspection Act, 1907.

Act III. of 1907 was intended generally to reproduce the main features of the English law of bankruptcy in a greatly simplified form. It extended the scope of the law of insolvency, providing greater security for the rights of creditors and affording more adequate relief to honest debtors. — Provincial Insolvency Act, 1907.

Act IV. of 1907 repealed certain enactments imposing certain provincial rates and cesses which had already been abolished by executive orders. — Repealing and Amending (Rates and Cesses) Act, 1907.

MADRAS.

Act I. of 1907 regulates the use of motor vehicles in the Madras Presidency. — Madras Motor Vehicles Act, 1907.

The principal provisions of Act II. of 1907, which is applicable, at present, to the municipalities of Ootacamund, Coonoor, and Kodaikanal alone, relate to the enhancement of taxation, the better regulation of building, and improved supervision over articles of food and drink. — Madras Hill Municipalities Act, 1907.

BOMBAY.

Act I. of 1906 was framed with a view to strengthening both the final appellate court for Sind and also the district and sessions court at Karachi, the present establishment proving inadequate in view of the great increase of population in Sind, and especially in Karachi, and the noteworthy progress in wealth, commerce, and education made by that town. — Sind Courts Amendment Act, 1906.

Act II. of 1906 limits the jurisdiction of Mámlatdárs' courts to the case of *agricultural* lands or premises; it saves former owners or part-owners, and their representatives, from liability to the ejectment jurisdiction on determination of a tenancy or other right; and, in cases where tenants are liable to eviction, but in expectation of a renewal of their tenancy have sown crops on the land, it provides the Mámlatdár with a power to deal equitably with growing or standing crops, so as to defer delivery of possession, either until compensation has been paid to the tenant or until the crop has been removed by him. — Mámlatdárs' Courts Act, 1906.

BENGAL.

Act IV. of 1906 brings the law relating to the civil courts in the district of Sambalpur into conformity with that in force elsewhere in the territory included within the Bengal division of the Presidency of Fort William. Previously this district alone of all those subject to the jurisdiction of the Calcutta High Court was governed by a special law (viz., the Central Provinces Courts Act, 1904), an obvious inconvenience. — Sambalpur Civil Courts Act, 1906.

EASTERN BENGAL AND ASSAM.

Act I. of 1907 adopts in Eastern Bengal and Assam the changes in the maintenance of registers which were introduced into Bengal by Bengal Act II. of 1906. — Eastern Bengal and Assam Land Legislation (Amendment) Act, 1907.

LEGISLATION.

Eastern Bengal and Assam Disorderly Houses Act, 1907.

Act II. of 1907 provides for the removal of brothels from the neighbourhood of educational institutions and cantonments, and their restriction to certain localities.

UNITED PROVINCES.

United Provinces Local and Rural Police Rates Act, 1906.

Act II. of 1906 unified the law relating to the imposition, collection, and disposal of local rates, which were previously governed by separate Acts for the two provinces, and at the same time simplified and improved the existing body of law on this subject.

United Provinces District Boards Law, 1906.

Act III. of 1906 organised and regulated the system of local government in the United Provinces by district boards, the functions of which had been greatly extended since the Act of 1883.

Act to repeal the North-Western Provinces and Oudh Kanungos and Patwaris Act of 1889.

Act IV. of 1906 was rendered necessary by the decision of the Government of India to abolish the *patwari* cess levied in the United Provinces under the Act of 1889.

PUNJAB.

Punjab Tenancy Act, 1887, Amendment Act, 1906.

Act I. of 1906, amongst other provisions, prescribes a penalty which is intended to deter landlords from attempting to collect rents of which payment has been remitted or suspended.

Punjab District Boards Act Amendment Act, 1906.

Act II. of 1906 discontinues the old cess of two pies per rupee, which was originally intended for famine purposes, and consequently reduces the maximum limit of the local rate from one anna to ten pies per rupee.

Punjab Alienation of Land (Amendment) Act, 1907.

Act I. of 1907 aims primarily at the abolition of the statutory agriculturist, who is in many cases not an agriculturist at all, but a member of the *bania* class, whose acquisition of the lands of agricultural tribesmen it is the primary and avowed object of the Punjab Alienation of Land Act, 1900, to prevent.

BURMA.

Burma Forest Act (1902) Amendment Act, 1906.

Act IV. of 1906 amends the Burma Forest Act, 1902, in respect of certain provisions for punishments for injuring trees.

REGULATIONS.

Upper Burma and Arakan Hills Frontier Crossing and Disturbed Districts Regulation, 1907.

This Regulation, published under a notification in the Legislative Department of the Government of India, No. 3, dated the 1st January 1907, is designed to check traders from crossing into the Shandu country to fell the rubber trees there.

North-West Frontier Province Pre-emption Regulation, 1906.

This Regulation, published under a notification in the Legislative Department of the Government of India, No. 14, dated the 3rd October 1906, applies the provisions of the Punjab Pre-emption Act, 1905, to the North-West Frontier Province, where the previous law was found to be out of date, out of harmony with the feelings of the people, and the cause of much dishonest and speculative litigation.

CHAPTER II.

LOCAL SELF-GOVERNMENT.

General.

Local self-government, municipal and rural, in the form in which it now prevails in India, is essentially a product of British rule. Beginning in the Presidency towns, the principle made little progress until 1870, when it was expressly recognised by Lord Mayo's Government that "local interest, supervision, and care are necessary to success in the management of funds devoted to education, sanitation, medical charity, and local public works." The result was a gradual advance in local self-government, leading up to the action taken by Lord Ripon's Government in 1882–84, and the various provincial Acts passed about that time, which form the basis of the provincial systems at present in force. Municipal committees now exist in most places having any pretension to importance, and have charge of municipal business generally, including the care and superintendence of streets, roads, fairs and markets, open spaces, water supply, drainage, education, hospitals, and the like. The number of such committees in each province is given in a table in this chapter. Local and district boards have charge of local roads, sanitary works, education, hospitals, and dispensaries in rural districts. A large proportion of their income is provided by provincial rates. Bodies of port trustees have charge of harbour works, port approaches, and pilotage. There is also a smaller number of non-elective local bodies discharging similar duties in towns other than constituted municipalities, and in cantonments. The importance of the work of local administration performed by these various authorities is best shown by a statement of the funds at their disposal. The income of the municipalities for 1906–07, apart from loans, sale of securities, and such-like extraordinary receipts, was £3,705,660. The sources of this income are shown in the table at the end of the volume (Appendix B.). Of the revenue classed as "local," amounting to £2,334,044, excluding deposits and advances, the rates levied on land, for expenditure on roads, schools, hospitals, and general purposes, account for over 77 per cent.; and among other sources of income belonging to the local boards are tolls on ferries and roads, school fees, and receipts from corporate property. The balance consists of grants by the Government for educational and other purposes.

The income of the port funds, exclusive of loans, deposits, and advances, amounted in 1906–07 to £1,852,916.

The revenue of cantonment funds amounted to £238,471; that of town and bazaar funds came to £95,492; and other miscellaneous funds had a revenue amounting to £151,960.

Thus, the revenue managed by all the various local bodies amounted in 1906–07 to about £8,378,543, besides large sums proceeding from loans and sale proceeds of investments.

Municipalities.

Municipalities.

General.

The municipal bodies exist, raise funds, and exercise powers under enactments which provide separately for the special requirements of each province, and of the three presidency capitals Bombay, Calcutta, and Madras. In the majority of towns, most of the commissioners or members of the committees are elected by the townsfolk under legal rules, but in every town some, and in a few minor towns all, the members are appointed by the Government.

MUNICIPALITIES.

In almost every municipal body one or more Government officials sit as members; the number of Indian and non-official members, however, everywhere largely exceeds the number of Europeans and officials. The municipal bodies are subject to the control of the Government in so far that no new tax can be imposed, no loan can be raised, no work costing more than a prescribed sum can be undertaken, and no serious departure from the sanctioned budget for the year can be made, without the previous sanction of the Government; and no rules or bye-laws can be enforced without similar sanction and full publication.

The sources of municipal revenue, apart from loans and Government contributions, are usually classified under the two heads, "Taxation" and "Municipal Property and Powers apart from Taxation." Of the taxes the most important are octroi duties, levied in the United Provinces, the Punjab, the North-West Frontier Province, the Central Provinces, and Bombay; and the tax on houses and lands, which holds the chief place in the other provinces, as well as in Bombay city, and also contributes a considerable share of the receipts in the provinces named above. There are also water rates and conservancy rates, tolls on roads and bridges, and taxes on animals and vehicles, and in some places a tax on professions and trades, while in many Bengal municipalities there is a tax on persons according to their circumstances and property. The other sources of income include cattle-pound receipts, rents of municipal property, such as markets and slaughter-houses, and fees of various kinds.

The objects on which municipal funds can be spent are, mainly, water supply, hospitals and dispensaries, streets and roads, vaccination, drainage, sanitation, and education. The interest in the municipal elections, and in municipal affairs generally, is not usually keen, save in a few cities and large towns; but, as education and knowledge advance, interest in the management of local affairs gradually increases. It is reported from most provinces that municipal work is fairly well done, and municipal responsibilities are, on the whole, faithfully discharged, though occasional shortcomings and failures occur in particular towns. The tendency of these local bodies, especially in the smaller towns, is to be slow in imposing additional taxes, in adopting sanitary reforms, and in incurring new expenditure. Many members of municipal bodies are diligent in their attendance to work, whether at meetings for business or on benches for decision of petty criminal cases.

The following table exhibits the constitution of the municipal committees in 1906–07:—

—	Number of Municipalities.	Total Number of Members.	By Qualification.			By Employment.		By Race.	
			Ex-officio.	Nominated.	Elected.	Officials.	Non-Officials.	Europeans.	Natives.
Presidency Towns, &c.:—									
Calcutta	1	50	—	25	25	Return not available.			
Bombay	1	72	—	16	56				
Madras	1	37	1	16	20	10	27	14	23
Rangoon	1	25	—	7	18	3	22	11	14
District Municipalities:—									
Bengal	128	1,737	131	714	892	252	1,485	243	1,494
Bombay (including Karachi).	162	2,209	173	1,161	875	594	1,622	190	2,026
Madras	60	940	69	410	461	197	743	157	783
United Provinces*	89	1,217	136	144	937	266	951	211	1,006
Punjab†	138	1,485	244	517	724	298	1,187	107	1,378
North-West Frontier Province.‡	10	161	49	112	—	49	112	22	139
Central Provinces and Berar.	58	759	22	281	456	184	575	81	678
Eastern Bengal and Assam	50	650	69	259	322	133	517	83	567
Burma	43	537	168	298	71	190	347	145	392

* Fifteen towns were classed as "notified areas," and are not included in the statistics given.
† Excluding 52 "notified areas."
‡ Excluding 3 "notified areas."

MUNICIPALITIES.

The total net indebtedness of municipalities (excluding those in the United Provinces for which figures are not available) amounted at the end of 1905–06 to £7,515,500, of which £2,339,400 was owed by the Calcutta Municipality and £2,942,800 by Bombay City.

BENGAL. Calcutta.

The Calcutta Corporation consists, under the Act of 1899, of 25 elected commissioners and 25 appointed, four by the Bengal Chamber of Commerce, four by the Calcutta Trades Association, two by the Port Commissioners, and 15 by the Local Government. There is a General Committee, with executive powers, consisting of a chairman and 12 members, who are selected from among the commissioners, four by the elected and four by the nominated commissioners, and four by the Local Government.

Reference is made to the Calcutta Improvement Scheme in Chapter IIA. No details of the working of the municipality during the year 1906–07 were available at the time of going to press.

Interior of Bengal.

The municipalities in the interior of Bengal numbered 128, as in the previous year, but the number of ratepayers increased by 6,493. General elections were held in 52 municipalities, the majority of which were contested, and there was no indication of a decline of public interest in municipal affairs. The average incidence of municipal taxation for the whole province was Re. 1.5.11, showing an increase of 10 pies per head over that of the previous year. The incidence varied between Rs. 8.15.11 in Darjeeling and As. 4–6 in Debhatta in the district of Khulna. The water-rate was in force in 13, and the lighting-rate in four municipalities. Thirty municipalities were in debt at the close of the year to a net amount of £241,700, more than half of this being owed by the Howrah municipality.

United Provinces.

The towns in the United Provinces which were classed as municipalities numbered 89, as in the previous year. Their income, exclusive of special grants and extraordinary receipts, amounted to £417,000, of which £227,800 was received from octroi duties, levied in 76 towns. In spite of some severe calamities the octroi income has expanded year by year and was higher by 12 per cent. in 1906–07 than in 1903–04. During the year under report, a measure for the relief of the municipal funds from police charges was carried into complete effect. The incidence of taxation as a whole remained stationary at about Rs. $1\frac{1}{2}$ per head of the population in municipal areas. The expenditure rose to £464,400 compared with £454,000 in the same towns in the preceding year, and £436,900 in 1904–05. It is reported that the municipal boards as a whole have discharged their duties with efficiency and success. In the 87 municipalities which enjoy the privilege of electing their members 70,846 persons, or 2·3 per cent. of the total population, were eligible to vote.

Punjab.

There were in the Punjab 138 municipalities, many of them insignificant in size, besides 52 notified areas, which have a modified form of municipal government. Elected members serve on 108 of the municipal committees, the proportion being generally two elected to one nominated member. The total income of the municipalities, excluding loans and extraordinary receipts, was £360,500, of which £216,600 was raised by octroi duties, in force in 134 towns. The octroi receipts as a whole showed some increase. The revision of the octroi schedules has progressed satisfactorily, almost 50 revised schedules having been notified. A general improvement was also reported regarding the methods of collection; and a system has been introduced of granting refunds of octroi on exports from towns without proof of a previous payment of duty. The average incidence of taxation was Re. $1\frac{3}{4}$ per head of the municipal population. The aggregate amount of loans outstanding was £348,500; but the financial condition of each indebted municipality is reported to have been sound.

The question of the abolition of a number of petty municipalities, whose income and population appeared *primâ facie* too insignificant to deserve the municipal status, was under consideration, in a number of cases both the local officers of government and the inhabitants of the towns themselves declaring in favour of abolition.

MUNICIPALITIES. North-West Frontier Province.

In the Frontier Province there were 10 municipalities and three notified areas, with an income of £35,000, chiefly derived from octroi duties. The elective system is not in force in this province, and members are appointed by nomination for a period of three years.

BURMA. Rangoon.

The revenue of the Rangoon municipality, excluding loans and advances, continued to increase, and amounted to £200,000, against £173,800 in 1905–06. The incidence of direct taxation and that of income per head of population were Rs. $8\frac{3}{4}$ and Rs. $13\frac{3}{4}$ respectively, as compared with Rs. $7\frac{1}{2}$ and Rs. $11\frac{3}{4}$ in 1905–06. In 1905–06 the expenditure of the municipality was in excess of its income; this state of affairs was remedied in the year under review by small increases in the municipal tax, the water tax, and the scavenging tax. A four per cent. loan of £60,300 was raised, and the outstanding loans at the end of the year amounted to £816,700, including the reclamation works loan of £120,000; the sinking funds amounted to £50,660. There is still considerable room for increased profitable expenditure. The town as a whole is rich, and the incidence of taxation is not heavy when compared with that in Bombay or Calcutta. The improvement of the sewerage, the water supply, and the roads, and the regulation of the milk supply are all pressing needs.

Interior of Burma.

The number of other municipalities in Burma at the end of 1906–07 was 43, one having been added during the year. The most noticeable feature of the year was the effect of plague on the finances of the municipalities. Contributions to meet special plague expenditure amounting to £12,000 were granted from provincial revenues. The average incidence of taxation remained at Rs. $1\frac{1}{16}$ per head of population, the highest rate being that of about Rs. 4 at Moulmein, but the total income fell off, on account of the effect of plague on the municipal receipts, from markets and slaughter-houses. The income of the municipalities, excluding debt heads, was £202,800, of which £77,900 came from taxation and ferry tolls, and £86,700 from markets and slaughter-houses. There are no octroi duties in Burma. The municipal incomes are for the most part small, only six, including Rangoon, exceeding £7,500 per annum.

Central Provinces and Berar.

In the Central Provinces 46 towns had municipal committees in 1906–07, and 12 in Berar, as in the preceding year. Some changes, however, were in prospect. For the second time in its history the Municipal Committee of Kalmeshwar showed serious incompetence in dealing with an outbreak of plague, which resulted in the death of 13 per cent. of the population; the existing elected committee, whose term of office expired at the close of the year, were therefore replaced by nominated members. At the end of the year, also, the Municipality of Betul was abolished. Of the 46 municipalities in the Central Provinces proper, no less than 19 subsisted during 1906–07 on revenues smaller—in most cases considerably smaller—than Rs. 10,000. With such limited resources much useful expenditure is out of the question; the population is generally poor, and though the burden of taxation appears in many cases very light, no substantial increase would be desirable. In two instances the municipal income is derived almost entirely from the country people in the shape of bazar tax and fees for cattle sales and the use of markets. In Berar municipal taxation is unduly low, the incidence being only 12 annas 6 pies per head, as compared with Rs. 1.12.4 in the Central Provinces, the towns of which are less wealthy than those of Berar. The total indebtedness of the municipalities was £71,000, half of which was owed by Nagpur and Jubbulpore.

Eastern Bengal and Assam.

Eastern Bengal and Assam contained 50 towns under some form of municipal government, 44 of them being municipalities proper, and the rest of smaller importance; in 34 the system of election was in force. The total number of ratepayers was 105,866, being 16·9 per cent. of the urban population, and the average incidence of taxation per head of population was Rs. 1.5.11. The net indebtedness of the 15 municipalities, which had outstanding loans at the close of the year, amounted to £14,360, about two-thirds of which represented the debt of the Dacca and Narayanganj Municipalities. The administration of the year may be described generally as one of slow improvement; the arrangements in most towns for the supply of drinking water, for conservancy and for drainage are still inadequate.

MUNICIPALITIES.

MADRAS.

Madras City.

The number of Commissioners in the Madras Corporation under the Act of 1904 is 36, besides the chairman, of whom 20 are elected and the remainder appointed by Government and by various bodies connected with trade and commerce. The income of the year, excluding loans and advances, amounted to £144,000, including £88,700 from taxation, £23,800 from municipal property and powers apart from taxation, and a grant of £23,600 from Government, the greater part of which was for the improvement of the water supply and drainage. Receipts from taxation showed an increase of £8,700 over those of 1905–06. Taxation fell on the population at the rate of about Rs. $2\frac{9}{16}$ per head; the principal tax is one of 10 per cent. on the annual value of buildings and lands, and there was also a water tax levied on the same basis at 6 per cent., and a lighting tax at $1\frac{1}{4}$ per cent., besides a tax on professions and trades, and taxes and tolls on animals and vehicles; there are no octroi duties. A loan of £6,700 was raised for the construction of special buildings. The total expenditure came to £131,800, of which £12,900 was spent on capital account, from funds provided by the Government contribution and the loan mentioned above, chiefly on drainage. The new drainage schemes were temporarily suspended during the year, but their execution will be resumed shortly. A scheme for the introduction of a new filtered water supply into the city at a cost of £157,300 has been sanctioned by Government, and was formally accepted by the Corporation in April 1907. The outstanding debt of the municipality amounted on the 31st March 1907 to £456,000, against which must be set the sinking funds, amounting to £137,500.

Interior of Madras.

The number of municipal councils in the interior of Madras was 60, in 58 of which the elective system was in force, the percentage of the population entitled to vote being 2·1; of 154 seats filled by election during the year only 63 were contested. The average incidence of taxes and tolls continued to rise slightly, and was nearly 19 annas per head of the municipal population; there are no octroi duties. The expenditure was £261,700, of which £62,500 was spent on conservancy, £24,100 on water and drainage, £24,000 on hospitals, £10,400 on buildings, £23,400 on roads, and £26,800 on education. The expenditure during the year on the scheme for the drainage of Ootacamund, estimated to cost £25,700, was entirely charged to provincial funds. The outstanding debts at the end of the year amounted to £157,300, against which there were some small sinking funds, and closing balances amounting to £75,600.

BOMBAY.

Bombay City.

The municipality of Bombay is administered by a corporation consisting of 72 councillors, of whom 16 are nominated by the Government, 36 are elected by the ratepayers, 16 by the justices, 2 by the Chamber of Commerce, and 2 by the University. In view of the steady rise in the revenue and the possession of large surplus balances, the general tax was reduced in the financial year 1905–06, from $10\frac{1}{2}$ per cent. to 9 per cent., and the rate for water supplied for trade purposes was reduced from 12 annas to 10 annas per 1,000 gallons. These rates were continued during 1906–07. The revenue realised during the year amounted to £643,200, the net receipts being £378,100, including £191,500 from the general tax, and £6,648 from the water revenue, while the net collections of octroi duties were £102,700. The gross revenue exceeded that of the preceding year by £37,000, the principal cause being an increase of £12,400 in the octroi receipts and a continued improvement in the proceeds of the general tax. The incidence of taxation per head of the population in 1901–02 (776,000) was Rs. $6\frac{3}{16}$, with the general tax at $10\frac{1}{2}$ per cent.; in 1906–07, with the general tax reduced to 9 per cent., it stood at nearly Rs. $8\frac{1}{2}$ per head on the then ascertained population (977,800). The expenditure was £634,700, including a contribution of £20,000 to the Improvement Trust, £211,800 for debt services, and £15,100 for plague expenses. The balance at the end of the year was £150,000, compared with £6,700 required by law.

During the year no loan was raised and £7,000 was repaid, the outstanding debt at the end of the year being £3,307,000, and the invested sinking fund £453,000. The plague expenditure since the commencement of the epidemic amounted to £440,800 at the end of March 1907, of which

Municipalities.

£96,700 was received from the Government, and the remainder met partly by special plague loans, partly out of other loan funds, and, in the last three years, out of the revenues of the municipality.

The capital expenditure of the Bombay City Improvement Trust in the year amounted to £143,100, the number of properties acquired being 70. Since the commencement of operations in 1898 the total capital expenditure has been £1,607,600, the number of properties acquired being 1,258 at a cost of £1,173,200. A further loan of £13,300 at 4 per cent. was raised during the year, the amount of the loans taken from the public being thus brought up to $1\frac{4}{5}$ millions sterling. The year's revenue of the Trust amounted to £92,800, and the expenditure, exclusive of capital charges, to £96,500. The revenue consisted of the municipal contribution of £20,000 mentioned above, and receipts from investments, rents and other property.

Interior of Bombay.

The municipalities in the interior of Bombay numbered 162, including 14 city and 4 temporary corporations. There were 44 municipalities composed entirely of nominated members. The Bassein Municipality remained under suspension. Their aggregate income declined from £505,500 to £433,800, the decrease being mainly due to the fall in receipts from octroi, which is attributed to the prevalence of plague and famine. The aggregate expenditure fell from £538,500 to £451,700; in the Central Division, however, the expenditure exceeded that of the previous year, and in Sind the figures show practically no change, large decreases under the head of Public Health being counterbalanced by increases under other heads. The incidence of taxation per head of population was as usual highest in Karachi (Rs. 7.14.1) and lowest in Ashta (Re. 0.0.7). The total liabilities of the municipalities on account of loans stood at £293,000, compared with £335,000 in 1905–06.

District Boards.

District Boards. General.

The constitution of district boards with precise powers and responsibilities under the law took place more recently than the creation of municipalities; in most provinces district committees had, for many years, given assistance or exercised control in the administration of local roads, local hospitals, and local schools, but before 1870 there was no organised attempt to introduce rural self-government. The present system is based on the principles laid down by the Government of Lord Ripon in 1882. In all the more advanced provinces district boards are constituted under different enactments. The funds of the boards are supplied for the most part from the yield of specific imposts, known as provincial rates, made over to them by the local governments. By a change announced in the Financial Statement of March 1906, certain petty appropriations which had hitherto been made from the funds of district and local boards for various provincial purposes, such as the district post, normal schools, and the like, were discontinued; and as, at the same time, various cesses for village establishments, &c., were abolished, a close approach has now been made to the ideal held up by the Government of India, that cesses on the land should be exclusively such as are levied by or on behalf of the local authorities for expenditure on genuinely local objects. The boards have also other sources of income, such as cattle pound receipts (except in Madras), educational receipts, medical receipts, tolls from ferries and bridges, and contributions for specific purposes from the provincial funds. The Government of India announced in the Financial Statement for 1905–06 a decision to make a grant-in-aid of the funds of all district and local boards throughout India, equal approximately to one-fourth of their income from rates or cesses imposed upon the land. From April 1908 the accounts of district boards are to be excluded from the general provincial accounts, and their funds will be treated independently, as municipal fudds are at present, thus following the practice in the United Kingdom, where the income and expenditure of county councils are kept entirely separate from the public accounts. The former system, which dated from a period before local authorities possessed the financial and administrative powers with which they are now invested, compelled these bodies to frame their budgets at a much earlier date than would otherwise be necessary, and deprived them of the freedom of re-appropriation, which municipal authorities enjoy; it also

tended to subordinate their requirements to those of provincial finance and even occasionally to those of other local bodies. In most provinces the district boards delegate much of their detailed work to sub-divisional or "local" boards, which are constituted under the law, and are responsible for sub-divisions or parts of a district. The local boards contain a proportion of elected members, varying from three-quarters to a half of the whole number, in all provinces excepting Madras, where the elective system is only applied to members of district boards. The latter are in all provinces generally chosen, either by election or appointment, from the ranks of the local board members. The following table shows the general constitution of the boards in each province, the figures in italics relating to the local boards, the others to the district boards :— District Boards.

—	Number of Boards.	Total Number of Members.	By Appointment.			By Employment.		By Race.	
			Ex-officio.	Nominated.	Elected.	Officials.	Non-Officials.	Europeans.	Native.
Madras	23	710	109	279	322	291	419	137	573
	*82**	*1,208*	*84*	*1,124*	—	*367*	*841*	*91*	*1,117*
Bombay	25	3,624	40	1,966	1,618	†	†	†	†
	211								
Bengal	29	593	160	185	248	192	401	189	404
	78	*946*	*63*	*622*	*261*	*121*	*825*	*101*	*845*
United Provinces.	48	956	30	298	628	†	†	†	†
Punjab	29	1,102	235	488	379	256	846	74	1,028
	20	*407*	*20*	*126*	*261*	*20*	*387*	*3*	*404*
N.-W. Frontier Province.	5	216	49	167	—	49	167	26	190
Central Provinces and Berar.	20	464	2	114	348	77	387	18	446
	75	*1,196*	*14*	*310*	*872*	*122*	*1,074*	*4*	*1,192*
Eastern Bengal and Assam.	14	283	75	107	101	98	185	55	228
	51	*684*	*97*	*284*	*303*	*137*	*547*	*151*	*533*

* Besides 382 union panchayats, with 3,626 members. † Particulars not available.

In Bengal there were 29 district boards and 78 local boards, the latter having charge of village roads and various duties deputed to them in respect of pounds, ferries, primary education, and other matters; and there were also 49 union committees entrusted with minor duties and having an aggregate income of only £1,240. The provisions, inserted in the Bill to amend the Bengal Local Self-Government Act, enabling district boards to levy a special cess to meet charges of debt raised for tramways and light railways, were withdrawn by the Select Committee of the Bengal Legislative Council, in view of the decided disapproval expressed by the public bodies and associations consulted. Four light railways constructed under the guarantee of district boards are now in existence in Bengal, and worked successfully during the year; several similar schemes are in contemplation. Considerable progress was made during the year with the construction of feeder roads to railways. The income of the district boards, apart from the head of deposits and advances, was £428,300; this was slightly below the figure of the previous year, but was still much in excess of the income of earlier years, owing to the large contributions made by Government for civil works, amounting in all to £60,000. The expenditure, including debt headings, was £502,900, of which £76,300 was spent on education and £291,800 on civil works, chiefly roads. The closing balances, exclusive of deposits, rose to £186,600. The boards spent more on medical and sanitary work than before, owing to the Government assistance given for this object. They also do something for industrial development, and attempts were still being made to introduce an improved fly-shuttle loom, although Bengal.

District Boards.

efforts in this direction have hitherto met with little success. It is reported that, on the whole, district boards did well during the year and showed considerable interest in the various branches of their work, but that the working of the local boards was unsatisfactory. The question of improving the status of these bodies was under consideration.

United Provinces.

The number of district boards in the United Provinces was the same as before, viz., one for each of the 48 districts. There was a slight improvement both in the number of meetings held and in the average attendance, but this attendance is still less than half the membership. By a new provision of law there must be not less than 12 elected members on each board. By the passing of the Local and Rural Police Rates Act and of the District Boards Act, the system of local self-government will, it is hoped, receive a fresh impetus, wider scope having been given to the duties and powers of district boards. District committees are no longer distinct from district boards; and local boards have been abolished, power being given instead to district boards to appoint, when necessary, local committees for the sub-divisions of districts. The system of account also has been much simplified by the abolition of the Local Rates Fund, in which the rates used to merge before distribution, and by the credit direct to district boards of their share of the receipts. The total income of the boards during 1906–07 was £480,500, including large provincial grants to the total amount of £123,000, chiefly for education and civil works. The receipts from rates showed, as usual, a steady increase. The expansion of educational and medical receipts was the satisfactory result of the opening of new schools and dispensaries. The expenditure amounted to £470,600, of which about £170,000 was spent on education, £50,000 on the equipment and maintenance of hospitals and dispensaries, and £226,000 on civil works, chiefly roads and new buildings required for medical or educational purposes.

Punjab.

The number of district boards in the Punjab was 29, including the Simla board, the powers of which are exercised by the Deputy Commissioner. The local boards numbered 20, those in the Ferozepore district having been abolished during the course of the year. Local boards now exist in only five districts. The district boards in 12 districts are composed entirely of nominated or ex-officio members, and elsewhere the elections generally awaken little interest. Fresh Government contributions of £43,300 in aid of the finances of these bodies, together with the stoppage of the district dâk cess from the beginning of the financial year, have afforded the boards increased opportunities for useful work in extending arboricultural operations and in the construction and maintenance of the district roads. The year's income of the district boards, apart from loans and advances, came to £282,700, of which the chief items were £174,000 from local rates and £31,900 from civil works. Both these items showed a considerable increase as compared with 1905–06. The expenditure of the year was £259,300, of which the chief items were education £64,000, medical and sanitary charges £35,900, and roads and other public works £111,300.

Central Provinces.

In the Central Provinces and Berar, in consequence of the redistribution of territory in the Chhattisgarh Division, the number of district councils rose to 21 and that of local boards to 75. The powers of the local boards are small, and the authority delegated to them by district councils in the past has been largely nominal; but it is hoped that steps will now be taken to place definite funds at their disposal and to give them wider powers of control. The income of the district funds amounted to £154,400 excluding debt heads, while the expenditure, also excluding repayment of loans, &c., was £143,700. The chief source of income, as in other provinces, is the provincial rates, but receipts from cattle pounds constitute an exceptionally large proportion of the total. The receipts were swollen by contributions of £26,000 from the Government of India's grants for communications and for education. The expenditure included £55,300 on education and £47,700 on public works. The total balances amounted to £105,600, of which no less than £76,400, or more than a year's revenue, was held by the Berar boards; this large accumulated balance is regarded as an unsatisfactory feature, but certain restrictions on the spending capacity of the councils have now been removed.

DISTRICT BOARDS.

Eastern Bengal and Assam.

In Eastern Bengal there were 14 district boards, 33 sub-divisional local boards, and 10 union committees. In Assam there were 19 local boards, constituted under executive rules. The latter boards generally resemble district boards rather than the ordinary local boards in their functions and responsibilities, and a special feature of their constitution is the presence among their members of a large proportion of Europeans, who represent the planting community. The attendance at meetings indicates that local board members in Assam take a much greater interest in local affairs than members of district and local boards in Eastern Bengal. One of the reasons for this lack of interest in the latter districts seems to be that few of the members are well acquainted with the circumstances or needs of the interior. The reluctance to stand for election on the part of the *mofussul* gentry, whose knowledge would be of real assistance, is one of the principal causes of the stagnation which seems to characterise local self-government institutions in these parts. In Eastern Bengal, where the Muhammadan community includes two-thirds of the population, steps have been taken to give that community a share in public representation more in accordance with their numbers, and at the end of the year they had about one-third of the membership of the district and local boards; the difficulty of finding suitable Muhammadan gentlemen willing to serve is referred to by all Commissioners. More than half of the income of the boards accrued from provincial rates, and a quarter from Government contributions for education and roads. Their expenditure amounted to £296,300, of which £80,700 was devoted to education and £176,000 to civil works. As a result of the Imperial grants for the improvement of communications and the extension of primary education, considerable progress was made in most districts under these heads.

Madras.

There were in Madras 23 district boards, 82 taluk boards, and 382 village unions. The taluk or sub-divisional boards are not elective, the members being appointed by the Government, but some of them elect their vice-presidents. The village union *panchayats* or councils have each not less than five members; they deal chiefly with local sanitation, though in some cases they have the management of elementary schools, markets, and other local institutions entrusted to them by the taluk boards. The income of the boards and unions, excluding debt heads and contributions from one district board to another, increased from £853,300 to £870,500, and the expenditure fell from £776,400 to £760,600. The chief source of income is the land cess, which is levied at rates varying from one to two annas per rupee of the land revenue assessment and yielded £362,900. The average incidence of local fund taxation, including tolls, was As. 3–7 per head of population. The income included also grants from provincial revenues amounting to £183,600, chiefly for roads and bridges and for education. The chief items of expenditure were £347,400 on public works, £94,300 on medical institutions, sanitation and plague, and £117,700 on education. The Mayaveram-Mutupet Railway, which belongs to the Tanjore District Board, brought in a net profit of 5·6 per cent. on the capital outlay.

Bombay.

In Bombay and Sind there were 25 district and 211 taluk (or sub-divisional) boards, nearly all of which are partly elective. The income of the local boards, excluding debt heads, was £423,700, compared with £379,000 in the previous year and £292,100 in 1904–05, the rise being due partly to the recovery of past arrears and partly to the special grants from Government for primary education, and the improvement of communications and village water supply. The total expenditure of the boards was £360,200, including £127,500 on education, £19,600 on medical relief, and £180,100 on roads, buildings and water supply. The balances at credit of the boards rose from £139,800 to £203,500.

Burma.

There are no local boards in Burma. Their place is taken by the district funds under the control of Government officers. These numbered 36, and had an income of £237,700 and an expenditure of £222,800 in the year under report. Those in Lower Burma, known as "District Cess Funds," are the largest, as they include the proceeds of a 10 per cent. cess on the land revenue, and account for £183,900 of the expenditure, of which £18,600 was on education and £89,200 on public works.

Port Trusts.

Port Trusts.

The custody of the harbours and the administration of harbour and shore affairs in the more important ports are placed by various legislative Acts in the hands of Port Commissioners. Members of these Port Trusts are for the most part appointed by the Local Governments, and are usually representative of the various Indian and commercial interests of the place. Port trustees are empowered, subject to the control of the Government, to levy dues, to contract loans for port improvements, to do all that may be needed for the maintenance of the harbour and its approaches, and to erect warehouses, jetties, and docks for the convenience of traders and shipping. The Local Governments and, so far as can be judged, the public are well satisfied with the work done by the various Port Trusts. The Commissioners of Port Trusts receive a small fee for each attendance at meetings for business.

Bombay.

The trade as a whole was slightly greater than in 1905–06, when the figures of all previous years were exceeded. The imports of building materials have continually increased on account of the great activity which has been displayed in the erection of new buildings throughout the city of Bombay. There were decreases in the trade in grains and in oil. The net result to the Bombay Port Trust was a rise in their income to £487,100, a record figure, the revenue having shown a steady growth of about £20,000 a year since 1900. The receipts for wharfage fees and dock dues on goods were £225,800, the other principal items being ground and warehouse rents, which together yielded £123,000. The expenditure amounted to £417,700, including £188,800 for interest and sinking fund charges, £12,200 for depreciation, and £18,900 for municipal taxes. The capital expenditure during the year amounted to £220,400, of which £150,400 were spent on the new dock works. Two debenture loans aggregating £140,000, of which the Trustees took up £40,000, were issued during the year. The debt of the Trust amounted at the end of the year to £4,448,700, of which about two millions is owed to Government, and the remainder consists of foreshore securities and debenture loans. The cost price of the properties vested in the Board was £4,517,800, and various depreciation, reserve, and sinking funds (including the year's surplus of £69,500) amounted in the aggregate to £736,000. The number of steamships entering the port in the year was 2,634, of a total tonnage of 3,358,000 tons, or 115,000 tons more than in 1905–06.

Calcutta.

There was a notable increase of 65,000 tons in the jute shipments at the docks and of 10,000 tons in tea. A new feature in the traffic was the shipment of 25,000 tons of manganese ore. The quantity of coal shipped was 3,000,181 tons as compared with 2,558,502 tons in the previous year, and was the highest on record. The exports over the dock quays aggregated 3,796,404 tons, against 3,348,802 tons in the previous year; the imports were 186,815 tons, against an average of 54,826 tons during the past five years. The receipts of the Port Trust amounted to £667,000, as compared with £597,000 in 1905–06, which was the highest figure on record up to that time; the expenditure was £659,400, including the Kidderpore Dock Account and payments for interest and sinking funds. The surplus brought up the accumulated balances to £197,300, out of which a sum of £174,900 has been set aside as a Revenue Reserve Fund. The expenditure during the year upon capital works amounted to £695,800. The capital debt of the Trust on 31st March 1907 was £3,980,000, of which rather more than two millions are Government loans, and the rest debenture loans. The latter were increased by the issue of debentures to the value of £400,000 in 1906. Against this total debt may be set value of properties, &c., £5,375,000, besides valuable foreshore lands, and sinking funds amounting to £391,400. The jetties yielded a net revenue of £35,600, and the petroleum wharf £11,600. The receipts from the Kidderpore wet docks were £162,100; the working expenses were £184,000, showing a net loss, apart from interest charges, of £21,900. The number of vessels berthed in the port in 1905–06 was 1,595, with a gross tonnage of 6,186,751 tons; these figures are above any previously recorded.

PORT TRUSTS.

Rangoon.

The record of the Port of Rangoon for the year 1906–07 was one of continued prosperity, the tonnage of the shipping which visited the port increasing by nearly 10 per cent. The ordinary revenue was £135,500, and the ordinary expenditure £132,300. The capital expenditure of the year amounted to £391,400, and 4 per cent. loans for £310,000 were raised. The total debt at the close of the year amounted to £725,000. The net tonnage of sea-going vessels entering the port was $2\frac{2}{3}$ million tons, and consisted almost entirely of steamers, the number of which was 1,431. Substantial progress was made with the scheme for the new port works, which was sanctioned in 1901 and is now nearly completed; since the commencement of the works £440,300 has been expended out of sanctioned estimates of £593,300. A scheme for enlarging the accommodation of the port for inland steamers by the acquisition of 2,000 feet of river frontage with land behind, at the eastern end of the harbour, was carried into effect during the year. The condition of the Rangoon river has given rise to grave anxiety for some time past. The question of the works to be undertaken for the draining of the river occupied the attention of the Commissioners throughout the year, and it was hoped that a complete project might be sanctioned at an early date. The report for 1905–06 contained a review of the history of the port during the five years 1901 to 1906, in which it was shown that very rapid progress had been made, both in the trade of the port and in the works which were needed for its proper equipment.

Madras.

The ordinary expenditure of the Madras Port Trust in the year 1906–07 was £35,900, and its receipts were £64,600. Out of the balance £2,900 of debt were repaid, and £24,100 devoted to capital expenditure. A review of past and present earnings of the Trust shows that in the last twenty years debt has been repaid to the amount of £166,400, while £99,000 has been paid out of revenue for capital works. The debt standing in the books was £289,000. The capital works of which the Trust have charge originally cost £1,190,000, and their present value is stated as £938,500. Works involving a large additional expenditure were commenced to provide a new entrance to the harbour and additional accommodation. For this purpose the Government had agreed to furnish £133,300, and to advance the balance of £236,400 estimated to be required at four per cent. interest; the interest and the existing debt to be paid off together in sixty equated payments. The affairs of the Trust are so much improved that there is little risk of a necessity for enhanced harbour dues arising in consequence of the new capital expenditure. The sum spent on the harbour extension works during the year was £85,900. 604 vessels of an aggregate tonnage of 1,457,473 tons made use of the port during the year. Of the 12 Trustees on the board four are officials and three non-officials appointed by the Government, while the rest are nominated by the Chamber of Commerce and the Trades' Association.

Karachi.

The year under report was very prosperous for the Karachi Port Trust. The revenue receipts were £189,500, against an expenditure of £129,500. The reserve fund, the limit of which has been fixed at £166,700, was increased during the year from £100,000 to £133,300. The number of steamers, excluding Government vessels and transports, entering the port was 781, with a total tonnage of 1,428,964 tons, against 737, with a tonnage of 1,240,521 tons in 1905–06. The works under the large loans recently issued by the Trustees were pushed on vigorously, while the Trustees were also contemplating the submission of further proposals for the improvement of the port. A sum of £93,700 was spent on capital works during the year. The total liabilities of the Trust at the end of the year stood at £543,000.

There are other minor ports at which smaller sums are raised yearly and expended on improvements, but these do not require notice.

CHAPTER IIA.

VITAL STATISTICS, SANITATION, &c.

(Detailed information on the subjects treated in this chapter is contained in the annual Report on Sanitary Measures in India, which is published as a Parliamentary Paper; and a brief review only is given in this place.)

VITAL STATISTICS. General population.

VITAL STATISTICS.

As the date of the census of 1901 recedes, it is evident that the birth and death rates calculated upon the census populations become less accurate. There are also defects in the registration, and in some places these defects are very serious. Improvement in registration is, however, being steadily effected, and in some provinces the errors in the recorded numbers of births and deaths are now comparatively small, although the causes of deaths are incorrectly reported except in a few of the larger cities.

The population of the areas of British India in which births were registered was 223,511,195 according to the census of 1901, and the number of births registered in 1906 was 8,448,478. The calculated birth-rate in 1906 was 37·8 per mille compared with 39·13 in 1905 and 38·41 the average of the five years ending with 1905. The provincial rates are given in the marginal table. In nearly all provinces the birth-rates were higher than the death-rates, the most considerable excesses being 8·2 per mille in the Central Provinces, 6·8 in the Punjab, and 5·7 in Eastern Bengal. In Bombay the death-rate exceeded the birth-rate, as a result of the persistence of plague and the unusual prevalence of other epidemics. An exceptionally high birth-rate was maintained in the Central Provinces, where the mean ratio per mille of population during the five years ending in 1905 had been 41·8. The mean percentage of male to female births was 106·88, the percentages ranging from 118·8 in the North West Frontier Province to 104·4 in Madras and 97·28 in Coorg.

BIRTH-RATES.

	1906.	1905.
Bengal	37·3	39·5
Eastern Bengal and Assam.	37·4	39·4
United Provinces	40·2	41·2
Punjab	43·7	44·4
North-West Frontier Province.	38·6	35·4
Central Provinces and Berar.	51·7	54·0
Madras	30·9	32·0
Coorg	26·1	25·3
Bombay	33·8	33·1
Burma { Lower	32·3	34·3
Burma { Upper	34·2	34·9
Ajmere-Merwara	28·9	37·3

The populations among whom deaths were registered aggregated 226,125,682 according to the census of 1901, or about 97 per cent. of the total population of British India. The number of deaths registered during 1906 was 7,852,330, compared with 8,117,771 in 1905, and the death-rate fell from 35·96 per thousand in that year to 34·73, the decrease being due to the great decline in the mortality from plague. The mean mortality per thousand for the quinquennium ending 1905 was 32·91. The death-rates among the general population in each province during 1905 and 1906 are given in the marginal table. It must be borne in mind, however, that the accuracy of the statistics is not yet very good, and that it varies in

DEATH-RATES.

	1906.			1905.		
	Rural.	Urban.	Total.	Rural.	Urban.	Total.
Bengal	36·1	35·0	36·1	38·4	40·0	38·5
Eastern Bengal and Assam.	31·8	24·1	31·7	35·2	26·4	35·1
United Provinces	38·3	49·1	39·0	43·3	53·6	44·0
Punjab	36·1	44·7	37·0	47·4	49·1	47·5
North-West Frontier Province.	33·5	36·3	33·7	26·4	30·8	26·8
Central Provinces and Berar.	42·7	50·0	43·5	36·7	41·9	37·2
Madras	26·6	33·4	27·4	20·3	29·6	21·4
Coorg	28·6	36·6	29·3	25·7	32·1	26·2
Bombay	32·2	53·8	35·1	29·5	47·6	31·8
Burma { Lower	24·9	42·6	27·1	23·0	38·2	24·9
Burma { Upper	23·4	50·4	26·2	20·9	36·6	22·5
Ajmere-Merwara	27·7	44·2	32·2	28·0	50·9	34·2

different parts of India. The fall in the general death-rate was due to lessened mortality in the more populous provinces of Northern India. In Madras, Bombay, Burma, the Central Provinces and Berar, the North West Frontier Province, and Coorg, the death-rates of 1906 were higher than those of 1905. The highest death-rates were in the Central Provinces and the United Provinces; the lowest in Burma and Madras. Except in the Bengal provinces, the urban mortality was higher than the rural; but it must be remembered that registration is, as a rule, more complete in urban districts. VITAL STATISTICS.

The greatest mortality occurred in October, November and December, and the least in February and March. In most provinces the male death-rates were higher than the female death-rates. Male infants died at the rate of 228·30 per thousand born, and female infants at the rate of 217·52, compared with rates of 231·11 and 217·72 in 1905. Infantile mortality was highest in Ajmere and the Central Provinces, and lowest in Eastern Bengal and Madras.

With respect to special diseases, it may be stated briefly that cholera was very prevalent in Madras, Bengal, Eastern Bengal, the Central Provinces, and the United Provinces, where the death-rates were between 3 and 4 per mille. Small-pox was more widespread than in 1905 and the death rates were upwards of ·5 per thousand in seven provinces, the highest being 1·42 in Lower Burma. Plague forms the subject of a separate section. The accompanying table shows the number of deaths, and the death-rates per thousand of population from each of the principal causes recorded in British India during the five years from 1902 to 1906. When reference is made to fever in India, malarial fever is generally understood, but it is obvious from the figures in this table that many causes of death and many diseases much more fatal than malarial fever are included under the heading. Investigation suggests that the true mortality from malarial fever in India is perhaps about 25 per cent. of the mortality recorded under the general heading fever.

Years.	Cholera.	Small-pox.	Fevers.	Dysentery and Diarrhœa.	Plague.	All causes.
1902	224,136	115,443	4,279,351	235,750	456,975	7,112,336
	·99	·51	18·95	1·04	2·02	31·49
1903	312,854	93,693	4,459,237	273,459	686,485	7,881,125
	1·38	·41	19·66	1·21	3·03	34·7
1904	192,835	55,232	4,093,981	240,655	940,609	7,436,472
	·85	·24	18·09	1·06	4·16	32·86
1905	441,786	70,962	4,417,655	264,124	940,821	8,117,771
	1·96	·31	19·57	1·17	4·17	35·96
1906	690,519	109,583	4,452,842	298,117	300,355	7,852,330
	3·05	0·48	19·69	1·32	1·33	34·73

The following table gives the ratio of deaths per mille in towns of British India whose population exceeded 150,000 in 1901:—

——	1905.	1906.	——	1905.	1906.	——	1905.	1906.
Calcutta - -	37·9	35·7	Benares* -	76·7	58·47	Ahmedabad* -	63·43	52·09
Bombay -	62·33	68·98	Delhi - -	52·96	63·08	Mandalay -	32·7	57·1
Madras -	59·5	46·9	Lahore -	44·57	38·99	Allahabad* -	43·69	36·87
Lucknow* -	66·27	50·41	Cawnpore* -	59·76	81·63	Amritsar -	49·02	49·42
Rangoon -	45·9	47·6	Agra* - -	47·16	39·62	Poona* - -	42·8	103·56

* Excluding cantonment.

The total number of vaccinations performed among the civil population during 1906–07 was about 9 millions, being a decrease of about 200,000 on the previous year's work. 97 per cent. of primary vaccinations and 73 per cent. of re-vaccinations were successful, about 35 per mille of the population having been successfully vaccinated. The number of infants successfully vaccinated was 4 millions, and of children between one and six years of age, $3\frac{1}{4}$ millions. Vaccination.

The average strength of the European army in India during 1906, excluding officers, was 70,272, and of this strength 51 per cent. were men under 25 years of age and 21 per cent. were men with less than one year's service in India. The year was not so healthy as 1905, but the rates of European troops.

VITAL STATISTICS.

admission to hospital and of mortality, given in the table below, were considerably less than those of the antecedent quinquennium. There was a rise in the number of admissions on account of ague; this disease, venereal diseases, and simple continued fever were the chief causes of sickness during the year. The admission rate for all venereal diseases in 1906 was 117 per mille of strength, compared with 154 in 1905, 198 in 1904, and 486 per mille in 1897. The chief causes of death were, as usual, enteric fever and abscess of the liver. Bengal-Orissa and Central India proved the most unhealthy districts, the hill stations and the Burma coast the most healthy. From the whole European army 1,993 men were invalided during the year.

Native troops.

The average strength of the native troops, including those on duty in China, was 127,853; their health was excellent, the constantly sick rate and the death-rate being the lowest on record. Despite the continued prevalence of plague among the civil population, the disease has been prevented so far from appearing in epidemic form among the native troops. There were 83 deaths from this cause during the year. Out of the 160 stations occupied by native troops during 1906, 104 were situated in districts where plague was prevalent among the general population; yet in only 27 of these did cases occur among the troops.

The following table shows that the admission rate among European troops during 1906 was nearly 1¼ times as high as that among native troops, that the constantly sick rate was more than twice as high and the invaliding rate was four times as high:—

	Ratio per Mille of Strength.					
	European Troops.			Native Troops.		
	1900–04 Average.	1905.	1906.	1900–04 Average.	1905.	1906.
Admissions into hospital	1046·5	834·3	870·8	719·0	607·1	683·5
Constantly sick	64·6	52·3	51·4	27·2	23·2	23·0
Deaths	13·03	10·05	10·43	10·87	8·09	6·57
Invaliding	34·76	21·24	28·36	11·92	9·02	7·05

PLAGUE.

PLAGUE.

Plague in 1906.

The year 1906 was distinguished by a remarkable decline in the mortality from plague, the number of deaths recorded throughout the country falling to 356,721, the smallest total since 1901. The mean death-rate from plague in the British provinces was 1·33 per thousand, compared with 4·17 in 1905; males suffered less than females, the death-rates of the sexes being 1·25 and 1·40 per thousand. The decrease in plague mortality was common to all the larger provinces, and was most marked in the United Provinces, the Punjab and Bengal. The table in the margin gives the number of plague deaths in India as a whole in each year since the outbreak of the epidemic.

Plague Deaths.	
1896 } 1897 }	57,543*
1898	116,285
1899	139,009
1900	92,807
1901	282,027
1902	576,365
1903	883,076
1904	1,143,993
1905	1,069,140
1906	356,721
1907	1,200,735†

Plague in 1907.

The great improvement of 1906 was not maintained in 1907. The relatively mild attacks of plague during the period August 1905 to July 1906 were followed by an outbreak of unprecedented severity, and the period from August 1906 to July 1907 proved the most disastrous of all the recent plague years in India. The statistics for the calendar year 1907, based on preliminary figures, are given in the margin, together with the death-rate from plague per mille of population, reckoned on the census figures of 1901. The plague mortality in the United Provinces and the Punjab, which as usual had fallen very low in August and September,

* Plague broke out in India (Bombay) in August 1896.
† Preliminary figures.

reached serious dimensions in December 1906; from that time onward the infection spread with increasing rapidity, a climax being reached in the week ending the 11th May 1907, when the cases of plague in the Punjab alone numbered 64,920. In the two months April and May 1907 the deaths from plague numbered 420,223 in the Punjab and 132,072 in the United Provinces. By August 1907 the mortality had sunk to an inappreciable amount, nor was there, as in other recent years, any marked recrudescence in December; the latest available returns indicate that for the present at least the force of plague in Northern India has spent itself. In Bombay the mortality throughout the year is somewhat differently distributed. June is as a rule the healthiest month; from that time the mortality increases until a maximum is reached in October; from October there is a relative decline until December or January, and then again an increase to a second culmination, though not so high as that of October, in March. Sind, with the exception of Karachi, has been throughout relatively free from plague; but in the Bombay Presidency proper few districts have escaped severe outbreaks in the course of the present epidemic.

PLAGUE.

—	Plague Deaths in 1907.	Death rate from Plague per Mille of Population.
Bombay Presidency (including Bombay City).	143,354	9
United Provinces -	252,675	5
Punjab - - -	649,581	32
Rest of India -	155,125	0·7
Total -	1,200,735	4

Plague is so local in its visitations that all general and unanalysed statistics are likely to prove misleading. Many parts of India have been, with the exception of a few isolated cases, entirely free from its ravages, and in the greater part of the country the outbreaks of plague, though noticeable in the aggregate, cannot be described as having been severe or disastrous. The mortality in Eastern Bengal and Assam has been at no time appreciable. Burma has been relatively free from the disease, which seems, however, to have obtained some foothold since 1905. In the Madras Presidency the epidemic has never reached serious dimensions. On the other hand, general statistics tend to conceal the severity of the distress caused by the disease in particular districts. In some parts of the Punjab the mortality has been so severe as to disorganise the labour market and to affect the level of wages; yet even in this province plague has not shown itself everywhere, and if attention could be concentrated upon particular villages, it would become remarkably apparent how local in their severity the outbreaks have been.

In the meantime the efforts of Government to discover and apply the most effective and most practical methods of remedial action have not been relaxed. On the scientific side the Plague Commission, whose constitution has been described in former issues of this Report, continued its investigations bearing on the relation of rat plague to human plague, the connection that rats and rat fleas have with the spread of human plague, and the epidemiology of the disease. The Commission's researches have led to most important results. When it commenced its labours, the mode of propagation of an epidemic was still involved in considerable mystery, and many of the difficulties, which beset the earliest efforts of Government to check the spread of the disease, were due to the ignorance of the scientific world respecting the life history of the plague germ. The main facts in regard to it have now been ascertained for the first time, and rational methods of attack have thus been made possible. An account of the principal conclusions which have been reached is given in three special numbers of the *Journal of Hygiene* for September 1906, July 1907, and December 1907, and a more popular summary, entitled "The Etiology and Epidemiology of Plague" (price 5*d.*), was published early in 1908. It is now generally agreed:—

(1) That bubonic plague is spread by infected rats;
(2) That the vehicle of contagion between rat and rat and between rat and man is the rat flea; and
(3) That the life of the plague germ in soil, the floors and walls of houses, and the like, is of short duration.

Some results of the practical experience acquired by officers engaged in actual plague administration are described in the Parliamentary Paper (Cd. 3516) entitled "Correspondence regarding Measures for the Prevention

PLAGUE.

of Plague." In the light of the knowledge and experience which now exists, it is possible to deal satisfactorily with the disease when effective control can be established over the sanitary conditions, and in the case of the native army and in limited areas such as jails there has been remarkable success. But attempts to establish such control over large areas would involve too great an interference with the habits, prejudices, and sentiments of the people, and the actual application of measures whose utility has been ascertained must be made to depend upon the particular circumstances of each locality and upon the character of its inhabitants. As the result of past experience and persistent attention, in the face of great practical obstacles, three principal measures for combating plague are now adopted :—

(1) The temporary evacuation of quarters in which plague is prevalent. This is the only practicable way of removing man from contact with infected rat fleas, and it is the method which has actually proved most effective. Government is prepared to supply assistance in money and material for the provision of temporary dwellings, and to alleviate the discomfort and distress which must accompany evacuation of quarters, a matter, of course, in which no pressure can be brought upon the people and in regard to which their wishes and even prejudices must be consulted.

(2) Inoculation with the prophylactic fluid. The great efficacy of this remedy has now been placed beyond doubt; its use has spread rapidly, and there are signs that the popular prejudice against it is beginning to disappear.

(3) The systematic destruction of rats, the diminution of the food supply to which they have access, and, in the course of time, such improvement in the structure of houses as shall render them reasonably rat proof.

SANITATION.

SANITATION.

Some of the important sanitary works which have been completed or were in progress, or under consideration, during 1906 were as follows :—

BENGAL.

Calcutta.

In Calcutta the two chief works which the Corporation have in hand are the suburban drainage scheme and the continuous water supply scheme. The former, in spite of its name, includes a complete sewerage scheme for the town as well as for the greater part of the suburbs, and also a huge storm water reservoir, intended to prevent the flooding of the streets, which has hitherto been a serious inconvenience. The works were in progress during the year. The work of converting the intermittent into a continuous filtered water system was continued, but a final settlement of the difficult question whether the distribution should be by gravity or by pumping was only decided, in favour of the former, in the year 1905 after a reference to experts in England ; and discussion as to the possibility of discarding the dual supply of filtered and unfiltered water, and as to the proper method of introducing the supply, further delayed operations. The former of these proposals was held to be too expensive, and the scheme now under discussion is designed to provide a daily supply of 32 million gallons by increased pressure upon the mains from an elevated reservoir. Details of the work undertaken during 1906–07 were not available at the time of going to press.

Overcrowding, with its concomitant circumstances, is a great evil in Calcutta, and a scheme for the improvement of the congested areas of the city has been the subject of controversy for many years. The formation of a Board of Trustees for the purpose of carrying through the projected improvements was sanctioned by the Secretary of State in 1905. The administrative and financial details of the Board's constitution were laid before the Municipal Corporation and other public bodies for criticism, and, as a result of the information thus obtained, legislation will shortly be undertaken to give effect to the scheme. The expenditure on street improvement and attendant measures is estimated at about five and a half millions sterling in the course of some twenty years. A portion of this large sum will be recovered in rent from the lands acquired, and the balance will be provided partly from a municipal contribution, partly from certain special taxes, and partly from Government grants.

In eight municipalities of Bengal, other than Calcutta, there are complete waterwork installations. The chief is Howrah, where the water supply is most efficiently managed; the others have had greater difficulties, which have not in all cases been successfully met. A scheme for supplying Khulna with filtered water was completed. Many other towns took steps to improve their water supply by excavating new tanks and wells and repairing old ones. Drainage schemes had been or were being prepared for almost all the important municipalities. In Howrah work was commenced on a further portion of the comprehensive drainage scheme. The scheme for the northern section of the town of Hooghly–Chinsura was completed. The Serampore drainage project was also completed, while that for the Cossipore–Chitpur Municipality was being revised. Various other drainage schemes were prepared and sanctioned. The expenditure under the head of conservancy rose in almost all municipalities, and the arrangements are steadily improving. Besides the expenditure incurred in combating plague and other epidemic diseases, attempts were made by some of the District Boards to improve the sanitation of several villages by thoroughly cleansing them. Patna maintained its leading position in this respect. SANITATION. Interior of Bengal.

At Benares, Lucknow, Cawnpore, Agra and Allahabad, there were notable increases in the daily consumption of water per head of population, which ranges from over 19½ gallons at Benares to about 5 gallons at Meerut. The results of analysis of drinking-water were satisfactory in nearly every case. Further progress was made in the drainage and sewerage works at Lucknow, Cawnpore and Agra. The sanitation of Mussoorie has lately engaged attention, and the report of the special sanitary committee appointed in 1906 was under the consideration of the municipal board. UNITED PROVINCES.

The drainage schemes at Delhi, Multan and Rawalpindi made satisfactory progress during the year; while those at Jagraon, Gujrat and Sargodha were carried through to completion. The Ludhiana waterworks were sanctioned and a commencement was made with the project. A sum of nearly £2,700 was spent by local bodies in the clearance and protection of wells, but it is stated that the rewards offered by district boards for sanitary improvements in villages evoked no interest and remained unutilised. The provision of wells, bathing places, and other works that serve sanitary purposes is, however, a favourite method of showing charity on the part of private individuals, and much public spirit of this kind was shown. PUNJAB.

The Rangoon sewerage, designed on the Shone system for a population of less than 42,000, was undergoing alterations necessary to enable it to serve the growing population; it will take some years to complete the work, the capital expenditure on which during the year exceeded £13,300. The work of reclaiming and draining East Rangoon was continued; it consists in importing earth by railway to raise low-lying tracts, and experience shows that, except possibly in central areas, where freehold titles have been acquired, it not only increases the habitable area but will provide a profitable investment for Government money. The pressure of population is very great, and the question of a revision of the building regulations has been contemplated in the interests of sanitation. The reclamation of the Lanmadaw quarter was commenced. The Hlawga water supply works, which were carried out at a cost of £313,000, to augment the present supply from the Victoria Lake, have proved disappointing, and the reservoir is not capable of supplying so large a population as was anticipated. Further surveys are to be undertaken for the purpose of designing the best method of bringing into the town the full supply of water that the present reservoir will give. BURMA. Rangoon.

Sanitation in Burma is in a very backward condition, and there is hardly a town or district in the province in which sanitary reform is not a pressing need. Schemes were drawn up during the year for dealing with the principal needs of some of the larger towns. In particular, a complete conservancy scheme for Mandalay was under consideration. Interior of Burma.

No original works of any importance were undertaken by the Public Works Department during the year, but a number of improvements were carried out by the municipalities, which spent nearly 40 per cent. of their CENTRAL PROVINCES AND BERAR.

SANITATION. income on sanitary works. Conservancy of the larger rural villages is provided for in the Central Provinces by the Village Sanitation Act, the operation of which was extended during the year; but the Act had not yet been applied to any villages in Berar.

EASTERN BENGAL AND ASSAM. In Eastern Bengal, schemes were being prepared for draining and improving the sanitation of the town of Dacca, where the conservancy arrangements are very bad at present. In Chittagong, Narayanganj, Barisal, Dinajpur, and Gauhati, schemes for improving the water supply were in process of completion or under consideration during the year. The municipalities devoted about 42 per cent. of their income to sanitation or sanitary works. The smaller municipalities cannot afford costly works for a water supply, which has generally to be provided by the construction of wells and tanks, as funds permit. Most of the districts report improvements made in the water supply of the larger villages, and many of the district and local boards are beginning to spend a larger proportion of their income on village sanitation.

MADRAS.

Madras City. The new drainage works were temporarily suspended during the year, in order that schemes might be prepared for remedying defects which have come to light in the works already executed. In spite of these defects it is reported that there can be no doubt that the portion of the city where the underground system is complete have greatly improved in sanitation and general health. A scheme for the introduction of a new filtered water-supply into the city, at a cost of £157,000, was sanctioned by Government and formally accepted by the Corporation in April 1907. A chief engineer has been sent out from England to superintend the execution of the works.

Interior of Madras. Outside Madras city there is no town in the Presidency with a complete drainage system. A drainage scheme for Madura has been drawn up, and a few towns have provided drainage for particularly bad localities. With these exceptions, surface drainage and sewage are disposed of in the most primitive manner. In all matters of drainage, water-supply, and sanitation generally the Presidency is reported to be in a backward condition, and the municipalities as a whole do not make use even of the legal powers and financial resources which they possess. Nevertheless some progress was made; 22 minor works were under execution during the year, and 22 new schemes of some importance, excluding those for Madras city, were under review by the Sanitary Board, which will involve, if they are carried out, an aggregate cost of about £200,000.

BOMBAY.

Bombay City. The works in connection with the scheme for subsoil and surface drainage in Bombay city, commenced in 1903–04, were pushed on vigorously in the year under report, and were almost completed. The works connected with the Malabar Hill sectional sewerage were also nearing completion. The rainfall during the year was not far below the normal, and the supply of water was adequate. The birth-rate of the year 1906 is given as 21·2 per mille and the death-rate as 54, both these rates being based on the special census taken in February 1906. The number of deaths from plague during 1906 was 10,800, or 18·3 per mille, which is the lowest figure since the outbreak of plague in 1897.

Interior of Bombay. Elsewhere in the Bombay Presidency there are many towns which are in urgent need of systems of water supply and drainage, but for some years past the financial situation of the municipalities has been so weakened by the plague ravages as to delay the execution of new schemes. Nevertheless the extension of the Ahmedabad drainage scheme undertaken in 1903 was completed during the year; further progress was made with the Karachi drainage extensions, and the Talgaon water supply was ready for use in 1907. The earliest water supply on modern lines outside the Presidency town was begun about 1873 and the earliest drainage work in 1890. At the end of 1906 there were 37 towns with a water supply, and two (Ahmedabad and Karachi) with a system of drainage. The Bombay Village Sanitation Act, 1889, which provides for the establishment of a sanitary committee or board, chosen by the Collector of the district or by the Local Government, was in operation in 239 villages.

Hospitals, Dispensaries and Leper Asylums.

Hospitals and Dispensaries.

The civil hospitals and dispensaries in India, which numbered 2,464 in 1906, against 2,411 in 1905, treated 404,597 indoor and 24,343,320 outdoor patients in the course of the year. The great bulk of their income is derived from government, local and municipal funds, and their total expenditure in 1906 was £642,353. Besides these institutions, which comprise all those aided to some extent by public money and intended for the public, there are a large number of special police and other medical institutions, as well as many private institutions which do not receive aid from the State. These numbered 1,469 in all during the year under report, and provided treatment for about 140,000 indoor and 6,266,000 outdoor patients. In Bengal the medical institutions have much improved in recent years in respect of general management and efficiency, and a satisfactory feature is the increased popularity of the dispensaries among women and children. In Bombay the work of bringing the equipment of the hospitals up to a higher standard was being steadily carried out; a scheme for a Central Nursing Service for the whole Presidency has been sanctioned.

Leper Asylums.

There are many leper asylums scattered throughout India, of which may be mentioned the Madras Government Leper Asylum, the Matunga Leper Home, Bombay, the Trivandrum State Leper Asylum, and the Calcutta Leper Asylum, the last three having accommodation between them for about a thousand lepers. There are also a large number of asylums or homes, under some sort of Government supervision in many cases, including nearly 50 asylums of the Mission to Lepers, at which nearly 4,000 persons were reported to have been treated in a recent year. The census of 1901 showed a decline in the number of lepers to 97,340, compared with 126,244 in 1891, and the proportion works out to 48 male and 17 female lepers in every 100,000 of the population. Berar had the largest proportion of lepers (2 per mille), followed at some distance by Assam, Bengal, the Central Provinces, Burma, Madras, and Bombay, in that order.

Lunatic Asylums.

Lunatic Asylums.

The treatment of lunatics at asylums prevails only on a small scale in India. In comparison with European countries insanity appears to be infrequent in India, as for instance in Bengal, where the ratio of the insane to the population is given as 2·93 per 10,000, against 34·71 per 10,000 in England. But allowance must be made for the much greater completeness of the information available in England. The census of 1901 showed a decrease of nearly 11 per cent. in the number of insane since 1891. The decrease occurred in nearly every province, and was explained in many of them by the probability that the insane would suffer more than the general population in years of scarcity of food. The total number admitted into asylums in 1906 was 1,593, the average for the five years to 1906 being 1,480. The total asylum population of the year was 7,000. The causes of insanity in the various cases are not very accurately classified, but it is stated that the insanity of a large proportion of the patients admitted to asylums is due to the use of hemp drugs. The question of building a new asylum at Rangoon was under consideration. The number of asylums in actual use was 24; the expenditure incurred amounted to £52,000, the greater part of which was borne by the State.

CHAPTER III.

JUSTICE AND POLICE.

Crime and Police.

Crime and Police.

In all the Provinces some advance was made during 1906–07 in the introduction of the reforms decided upon in consequence of the Report of the Police Commission. Reorganisation was effected so far as financial considerations permitted. Already good results have been obtained in several provinces, notably in the direction of facilitating recruitment owing to the improvement of pay and prospects, and in the detection of crime through the establishment of Provincial Criminal Investigation Departments. A general improvement may be observed in the discipline of the force. Police training schools have been established in several provinces, and those organised in the preceding year are already showing excellent results.

Bengal.

The total number of cases of cognisable* crime reported in Bengal during the calendar year 1906 was 122,651, an increase of 7,188 on the total of the previous year. This was due mainly to an increase in thefts and burglaries resulting from the high price of food grains. Four thousand one hundred and fifty-seven cases were pending at the beginning of the year, and there were therefore 126,808 cases for disposal. In 19,065 of these inquiry was refused by the police, and 3,392 were declared to be maliciously false. Of the 104,351 cases remaining, 94,761 were inquired into, and 42 per cent. ended in conviction, as against 88,284 and 44 per cent. in 1905.

There was a decrease of rioting cases in all divisions except the Presidency, where the number rose from 242 to 298. The number of serious crimes against the person was 3,555, or 55 more than in 1905. Murders rose from 248 to 284, no less than 128 being undetected. Dakaities fell from 247 to 228, a figure which includes a number of cases that occurred in previous years, but were brought to light in 1906. There was a large increase in burglary cases (from 27,983 to 32,374) and in thefts. Cattle thefts also increased from 1,736 to 2,022.

Much valuable work was done by the Criminal Investigation Department, ond co-operation between it and the Calcutta Police continued to be satisfactory. Considerable progress is being made in the classification of finger prints, the preparation of history sheets and the photographing of notorious criminals.

The reorganisation of the superior Police Establishment took effect from the 1st April 1906, and other reforms sanctioned are gradually being given effect to. The sanctioned strength of the police force, excluding the Calcutta force and the Railway and Military Police, was 1,610 officers and 18,387 men, the actual strength being 1,537 officers and 17,380 men. The total expenditure of 1906–07 was £378,725, as against £380,545 in 1905–06. The decrease is, however, more apparent than real, as the latter figure includes the expenditure up to 15th October 1905 of the 14 districts transferred to Eastern Bengal and Assam. There were 238 dismissals, 2,375 other departmental punishments, and 2,305 rewards; 1,450 officers and 5,529 men were able to read and write. The percentage of officers and men departmentally punished has risen from 12·9 and 10·1 in 1905 to 17·5 and 13·6 in 1906. This increase may be attributed to the stricter discipline resulting from the recommendations of the Police Commission.

Excellent work was done at the Police Training School, Bhagalpur, though the year's work was marred by an organised examination fraud on the part of the cadet sub-inspectors, who obtained from some corrupt press employees copies of the papers set for the Final Examination.

* Cognisable offences are those for which the police can arrest without a warrant.

CRIME AND POLICE.

The Town Police is still in a state of transition; 500 town *chaukidars* were replaced by constables during the year. As regards the Rural Police, the inquiries which were set on foot with a view to improving the status of the *chaukidari panchayats* and strengthening their control over the *chaukidars* were completed during the year. In many districts the new system is working well.

The Military Police will in future be called Special Reserves. Their conduct and discipline during the year were satisfactory. The total sanctioned and actual strength were respectively 300 and 268.

The Railway Police numbered 963. Cases of obstruction on the line rose from 29 to 60, notably during the strikes which occurred at Asansol, Jamalpur, and elsewhere. These strikes, which were engineered by outsiders from Calcutta, were brought to a prompt conclusion by the railway authorities.

The scheme for the re-organisation of the Calcutta Police is being gradually worked upon as funds permit. The principal step taken during the year under review was the entertainment of 18 additional sub-inspectors. The number of true cognisable cases reported direct to the police rose by over 4,000, there being a regrettable increase of offences against the person and against public tranquility. No fewer than 30,499 cases were instituted in the Presidency Magistrates' Court; of these 26,776 resulted in conviction.

There were demonstrations connected with the partition of Bengal on the 16th October, but they passed off without disturbance. The twenty-second sitting of the Indian National Congress was held in December, and an Indian industrial exhibition was held at the same time; these entailed considerable additional police work.

There was an increase in the number of dismissals and other punishments, due to increased supervision and stricter discipline, but, in spite of these causes, there was a considerable decrease in resignations.

United Provinces.

The total volume of reported crime in this province for 1906 showed an increase of less than 1 per cent. on the figures of the preceding year. This maintains an increase of some 24 per cent. on the figures for 1904, in which year, however, the figures were the lowest recorded for 14 years. The conditions of the year were much the same as in 1905, and explain the maintenance of the increase. Prices continued high, and the prevalence of plague led to the evacuation of houses, which thus offered a temptation to the criminal classes. The increase of minor offences against property, due to the conditions of the year, was balanced by a notable decrease in dakaity, robbery, and serious mischief, while there was a progressive decrease in offences against the person.

Investigation was refused in 45·5 per cent. of the total crimes reported, as compared with 43·6 per cent. in 1905. In cases investigated by the police the percentage of convictions was 48·2, as compared with 47·6 in the preceding year; the percentage of persons convicted to persons arrested rising from 76·9 to 79·3. The total number of cases decreased by 1,485 to 53,249.

As regards dakaity, there was the large decrease of 166 cases; there were 24 cases of professional poisoning as against 17 in 1905; and 770 cases of true robbery reported, a decrease of 73 on the figures of the preceding year.

The number of murders fell from 501 in 1905 to 486 in 1906; cases of cattle theft rose by 30 per cent.; and there was a further increase of more than 2,000 cases of ordinary theft, this last being due to distress aggravated by the continuance of high prices. The amount of property stolen during the year was valued at £1,324 less than 1905, while the percentage of recovery remained at 20.

With regard to the police force, the re-organisation of the gazetted staff, as the result of the recommendations of the Police Commission, was carried out during the year under review. As a result an extra deputy inspector-general was appointed, the number of superintendents and assistant superintendents increased, and appointments of deputy superintendents created. The increased expenditure mentioned in last year's statement has by improving pay and prospects undoubtedly stimulated recruiting.

The total strength was 35,716, and the total cost £454,797. Though the conditions of 1906 were no improvement on those of 1905, the total number of punishments decreased from 785 to 636. Eight officers and 144 men were

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dismissed, as against 34 and 162 respectively in the preceding year. Though there was a slight improvement in this respect, there was still 1·2 per cent. of the officers and 73 per cent. of the men illiterate.

The Criminal Investigation Department, consisting of a superintendent of police, nine inspectors and eight sub-inspectors, with constables and head constables, was established on the 16th July 1906, and has already done good work.

Punjab.

The criminal statistics for the Punjab in 1906 are a reflection of the economic conditions of the year. Following on a period of scarcity and high prices combined with a severe epidemic of plague, the year opened unfavourably, and the abnormal scale of offences against property of the previous year was maintained, until the rains altered the agricultural outlook and lowered prices. There was, however, a satisfactory decrease in other forms of crime.

Thus there were 453 cases of murder against 475 in 1905, and 218 cases of culpable homicide against 228. Dakaities, which in 1900 reached the high level of 151 cases, now stand at 46. The number of burglaries reported fell from 12,331 to 12,306, while ordinary thefts rose from 8,423 to 8,696. Cattle thefts (2,463) showed a decrease of 177.

The total reported crime for the year was 67,510 cases, that for 1905 being 69,426; a decrease of 1,916 cases.

As regards the police force, the total strength was 19,385. and the total cost £299,774. This shows an increase of 250 men and £50,428 respectively, due to reorganisation. The number of officers who could read and write was 827, and of men 5,740; the figures for 1905 being 693 and 5,634.

The improvement of pay and prospects introduced by the re-organisation scheme has infused a better and more willing spirit into all ranks, and discipline has been well maintained. This is shown by the substantial fall in resignations (from 1,074 to 747) and desertions (from 45 to 23), the decrease in punishments and the increase in rewards. Departmental punishments inflicted on members of the force numbered 1,066, a decrease of 92. Judicial punishments fell from 93 to 75, and the total number of rewards rose from 2,434 to 2,985.

The Criminal Investigation Department has a record of good work, noticeable progress being made by the Finger Print Bureau.

The estimated value of property stolen during the year was £81,812, of which 43 per cent. was recovered.

Burma.

Further progress was made in Burma during 1906 in carrying into effect reforms resulting from the Report of the Police Commission. Some of the more important improvements were the reorganisation of the superior grades, the absorption of chief head constables, head constables, and sergeants in the new grades of sub-inspector and head constable on increased pay, and the opening of a Provincial Training School.

There were 42,469 cases of cognisable crime, as against 43,097 in 1905. Exclusive of cases under special laws, there were 27,428 true cases, of which 20,337 were investigated by the police and 11,935 resulted in conviction. The measure of success obtained was 59 per cent., as against 56 per cent. in 1905. Violent crimes rose by 102 to 920. Dakaities showed an increase of 32 and murder a decrease of 24 cases. The most unsatisfactory feature in connection with serious crime was the small proportion of stolen property recovered. The percentage of recoveries dropped from 14 in 1905 to 4 in 1906, while the value of property stolen was £137,672, or £27,004 more than in 1905. Detection in murder cases continued unsatisfactory, only 118 cases ending in conviction out of 326 dealt with.

The sanctioned strength of the Civil Police Force, excluding the Rangoon Police, was 1,599 officers and 11,613 men; the force actually entertained was 1,553 officers and 10,602 men. The cost rose from £276,471 to £300,258, the increase being due to the introduction of reforms. Difficulty was still found in recruiting. Thirty-one officers and 486 men were dismissed, these figures being an increase of eight officers and a decrease of 34 men. Other departmental punishments show a satisfactory decrease. There were fewer desertions during the year, but more resignations. The figures for the year exhibit an increase of 37 literate officers, but a decrease of 317 literate constables.

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The actual strength of the Rangoon Town Police was 935, or ten below sanctioned strength. Reforms recommended by the Police Commission were carried into effect during the year. The conduct of the force was better than in the preceding year; but the percentage of convictions to cases investigated was lower than the low figure of 1905.

The Military Police numbered 15,620 officers and men, *i.e.*, 325 below sanctioned strength. The discipline of the force was good, and the relations of the men with the people satisfactory.

Reports are almost unanimous in acknowledging the invaluable assistance rendered by village headmen to the police in the detection of crime.

Eastern Bengal and Assam.

The year under review was marked by exceptionally high prices, and by scarcity in several areas, and the agitation and unrest in Eastern Bengal added much to the difficulties of police administration. These causes account for the very considerable increase of crime in the province during the year, the scarcity and high prices leading to theft and the imposition of exceptional responsibilities upon the police, in consequence of the general feeling of unrest, interfering with the supervision of ordinary criminals.

The total number of cognisable cases pending at the beginning of the year and reported during the year was 83,660 against 72,725 in 1905, or an increase of 10,935 cases. Of these, 46,777 were investigated, 29,411 were decided, and convictions were obtained in 17,939 (61 per cent.). The corresponding figures for 1905 were 39,515 investigated, 24,995 decided, and 15,762 (63 per cent.) convictions. Rioting shows an increase of 425 cases. Of the 1,886 riot cases, 54 were serious, the majority arising from disputes about land. There was a considerable increase in serious offences against the person. Of the 1,924 true cases under this class, 68·6 per cent. ended in conviction. Murders rose by 29 to 225. The marked increase of serious offences against property (from 15,680 to 20,146) was undoubtedly due to the high price of food grains which prevailed during the year. Dakaities rose by 29. Ten such cases in Bakarganj may be ascribed as directly or indirectly due to the political agitation. Burglaries increased by 4,403 to 18,933, minor offences against the person by 67 to 1,229, and minor offences against property by 3,513 to 21,845. Cattle theft accounts for 842 cases, the increase in this direction being due to the expansion of the trade in hides. The percentage of value of property recovered to value of property stolen was 37·9, a noteworthy improvement on the 19·7 of 1905.

With regard to the police, the total strength of the Military Police was 2,708 and the total cost £50,589. There were 255 enlistments during the year, 56 resignations, 17 dismissals, and 33 deaths. The corresponding figures for 1905 were 79, 73, 14, and 40.

The total strength of the Civil Police was 9,326, or 406 below sanctioned strength; the total cost was £180,822, the increased expenditure being due to measures of reorganisation as a result of the recommendations of the Police Commission. The increase in the proportion of Mohammedans recruited is noteworthy, but they still form only 24·8 per cent. of the men and 14·6 per cent. of the officers. There were 177 dismissals during the year, and 1,899 other departmental punishments. Sums amounting to £1,114 were paid as rewards. Resignations numbered 215.

The total number of *chaukidars* in Eastern Bengal and the districts of Sylhet, Cachar, and Goalpara was 57,571, *i.e.*, 367 more than in 1905. Occasional instances are quoted of admirable work done by them, but generally speaking it is reported that they have done little good work.

The establishment of the Criminal Investigation Department, the increase of the cadre of the service, and the improvement of pay and prospects were among the reforms recommended by the Police Commission, which were introduced into the province during the year 1906.

Central Provinces and Berar.

The agricultural condition of the year were on the whole not unfavourable in the Central Provinces and Berar, though in some parts the rice crops were poor. The prevalence of plague and consequent evacuation of houses account to some extent for the increase in the total volume of crime. The increase was not, however, excessive, and figures are still not above the normal.

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The total number of cognisable offences, excluding nuisance cases and offences under special and local laws, was 18,895, as compared with 17,851 in 1905. Of these 12,022 were investigated, and in 4,286 convictions were obtained. There was a noticeable increase in murder cases, from 162 in 1905 to 194 in 1906, the latter number being considerably above the normal in non-famine years. Dakaities decreased by 1 to 15 in the Central Provinces and by 25 to 35 in Berar, but robberies, which in the Central Provinces remained at the same figure (127) as in 1905, increased from 129 to 151 in Berar. The small increase in rioting cases (from 191 to 234) does not seem to indicate any real excess of deliberate defiance of the law, and there were no cases of anti-Government riots.

The total value of property stolen during the year was £55,442, the percentage of value of property recovered to value of property stolen being 31·1. The corresponding figures for 1905 were £38,021 and 25 per cent.

Several important reforms due to the Police Commission were introduced during the year, *e.g.*, a new scheme of distribution of district police in Raipur and Drug, and the revised scale of pay. In spite of increase of pay, however, recruitment does not appear to have been stimulated.

The total actual strength of the police force was 11,060 (*i.e.*, 544 below sanctioned strength), and the cost was £158,951, the increase from £136,576 being due to the measures of reorganisation. There were 511 resignations and 195 deaths, as against 419 and 131 respectively in 1905. The punishment return shows 757 departmental punishments other than dismissal inflicted on constables, a considerable increase on the 409 of the preceding year, which was, however, an exceptionally low figure. Rewards, other than by promotion, numbered 2,662. The number of men who could read and write rose from 3,800 to 5,444.

North-West Frontier Province.

The statistics of the year under review are satisfactory in showing a falling off in serious crime in the North-West Frontier Province, undoubtedly due during the latter part of the year to the prevalence of severe malarial fever. The decrease under the heads of dakaity, murder, and robbery was marked.

The total number of cognisable offences reported to the police was 5,162, as compared with 5,259 in 1905. Murders (184), dakaities (28), and robberies (45), show a decrease of 12, 19, and 17 cases respectively. The principal causes which have led to murders have been quarrels about women; of the dakaities 14 would be more properly termed raids, as they were the work of trans-border men. The percentage of cases convicted to cases admitted was 50 per cent., against 48 in the preceding year. The value of property stolen was estimated at £8,101, the value of that recovered £1,861; the corresponding figures for 1905 were £9,848 and £2,461. The trade in arms and ammunition from the Kohat Pass with Buner and Waziristan has on several occasions been interrupted by successful arrests by the police and Border Military Police, but the trade has not decreased. The need of a Criminal Intelligence Department is felt in regard to this illicit traffic. One new punitive post was established during the year at Kakhi in the Bannu district.

The total strength of the force was 3,114, and the cost of its maintenance was estimated at £49,933. There were during the year 55 dismissals, 374 departmental punishments other than dismissals, 41 judicial punishments, and 456 money rewards. The corresponding figures for 1905 were 66, 297, 48, and 285. The number of educated officers and head constables was 387, or 50 per cent.; of 2,559 constables only 390 were able to read and write. In spite of the recent rise of pay, the difficulties of recruiting have caused anxiety. They are attributed to the fact that men in the Punjab are better off. A high standard of discipline has been maintained throughout, and the conduct of the force has been most satisfactory during the year. The success of the measures taken during the visit of the Amir of Afghanistan, to safeguard the various military camps from rifle thieves, and the capture of the notorious Taj-ud-din, reflect especial credit.

Coorg.

A very satisfactory feature of the police administration of Coorg during the year under review was the decrease (from 491 to 413) in the number of cognisable offences reported. The decrease was specially marked under the head of minor offences against property and serious offences against person

and property. Investigation was refused in only three cases, as against 24 in 1905. The percentage of convictions obtained rose from 68·85 to 72·34. There were two cases of dakaity and seven cases of murder, the corresponding figures for the previous year being four and five. The value of property stolen was £276, as compared with £341 in 1905, the percentage of recovery rising from 60·10 to 61·33. CRIME AND POLICE.

The total strength of the force was 250, *i.e.*, four more than in 1905. The expenditure rose from £3,162 to £3,666, the increase being due to the cost of clothing for 1905 being debited to the 1906 account, and to certain increases of pay. A slight improvement was shown as regards discipline and educational attainments.

The notable features of the year 1906 in the Madras Presidency were high prices, a slight decrease in crime, and the progress of reorganisation. Madras.

The year was generally favourable for agriculture, and work was available. The prices of food grains, however, were even higher than in the previous year, but the volume of crime was practically the same.

The total number of true cases of cognisable crime decreased by 1,081 to 48,086. There were 1,119 more nuisance cases. The number of murders reported during the year was the highest on record, 946 persons being arrested and 812 tried. There were 484 dakaities as against 539 in 1905, and 751 robberies as against 865. Thefts fell from 14,581 to 14,468, a remarkable decrease in view of the rise of prices. There was no serious disturbance of the public peace during the year.

With regard to the detective work of the police, the figures show little or no improvement, but allowance must be made for the fact that the department was in the throes of reorganisation, and that the detective agency was severely affected thereby. The percentage of true cases detected was 32·8. Twenty-three per cent. of cases of murder reported were detected, as compared with 21·4 per cent. in 1905. The detection of dakaities was still poor, being 18·5 per cent. in 1906 and 17·8 in 1905. The proportion of convictions to cases prosecuted by the police was 78·7, the figure for 1906 being 79·0. Property stolen during the year was valued at £85,832, of which 24·5 per cent. was recovered.

Among the steps taken during 1906 to further the reorganisation of the department, consequent on the Report of the Police Commission, may be mentioned the re-gradation of superior officers, the grant of the first increment of pay to the constabulary, the establishment of the Criminal Investigation Department, and progress in the recruitment of sub-inspectors, due to the reorganisation of the Vellore School.

As to the *personnel* of the police, the total sanctioned strength was 24,088. Recruiting was easy, but difficulty was experienced in supplying literate men to satisfy the demand. There were 18,233 constables who could read and write. The conduct of the force may on the whole be considered to have improved. The percentage of men punished departmentally for offences other than being absent without leave was 13·0 as compared with 26·5 in 1905. Judicial convictions fell from 268 to 232. There was a somewhat larger number of deaths, owing to the prevalence of cholera in one district. The total expenditure for the year was £356,870 as against £306,685 for 1905, the increase being due to the reorganisation schemes.

The actual strength of the Madras City Police was 1,509, five below sanctioned strength. The police employed on the occasion of the Royal Visit did their work well, and received the thanks of His Royal Highness.

In Bombay, the total number of cognisable cases reported during the year was 33,022, a decrease of 1,062 on the figures for the preceding year. Murders rose by 20 to 520, dakaities fell by 36 to 231, robberies rose by 16 to 694. There were 3,983 cases of cattle theft and 11,218 cases of ordinary theft, as against 4,172 of the former and 11,237 of the latter in 1905. The majority of the cases of murder, housebreaking, and cattle theft occurred in Sind; but this province has the best record in convictions in murder cases for the year. Bombay.

Investigation was refused by the police in 207 cases. Adding the cases pending from the previous year, and deducting cases in which investigation was refused and cases which were pending at the close of the year, orders

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were received on 33,289 cases, or about the same as in 1905. Eleven thousand four hundred and forty-two resulted in convictions. This represents a percentage of 54·15 of true cases, last year's figure being 55·4.

The value of property stolen during the year in cognisable cases was valued at £77,322, and 36·63 per cent. of it was recovered. The corresponding figures for 1905 were £78,741 and 35·73 per cent.

The total actual strength of the police force in the Bombay Presidency, inclusive of Sind and Railways, was 21,991, the total expenditure £304,026, which shows an increase of £13,342. There were during the year 233 dismissals and 1,017 resignations, the corresponding figures for 1905 being 279 and 797. The total number of punishments fell from 3,142 in 1905 to 2,500 in 1906, while rewards rose from 3,897 to 4,051. The percentage of literate officers was 72·59, an improvement on the 71·8 of 1906, but the percentage of literate men remained at 49·98.

In accordance with the recommendations of the Police Commission, certain reforms were instituted in the grading of both superior and subordinate officers. The difficulty of recruiting still continued. There were 71 officers and 791 men short in 1906, as compared with 74 officers and 564 men in 1905.

The Criminal Investigation Department did good work during the year. The following figures show how the work of the Finger Print Bureau has increased. In 1905 there were 5,994 cards or slips received for record, 11,509 received for trace, and 963 cases traced. In 1906 these totals rose to 7,582, 12,650, and 1,068 respectively.

CRIMINAL JUSTICE.

CRIMINAL JUSTICE.

Bengal.

The total number of criminal offences reported in Bengal was 234,400, an increase of 6,996 on the figures of 1905. Of this total, 136,899 were under the Indian Penal Code and 97,501 under special and local laws. These totals are more by 3,484 and 3,512 respectively than those of 1905. The number of cases declared to be false and dismissed constituted 16·6 per cent. of the whole number. Of the 195,017 true cases, 153,569 were brought to trial.

Presidency Magistrates, including the Municipal Magistrates, dealt with 38,994 cases. Of the 42,963 persons brought to trial, 38,416 were convicted. Magistrates outside Calcutta had before them 114,673 cases, and the pending file at the end of the year showed 2,946 cases, as against 2,722 at the end of 1905. Of the persons whose cases were disposed of, 59·0 per cent. were convicted. The sentences passed by magistrates included one of transportation, 18,795 of rigorous imprisonment, 497 of simple imprisonment, and 1,226 of whipping, with or without other punishment. The corresponding figures for 1905 were 17,301, 481, and 1,226.

Cases committed or referred to the Sessions Courts during the year numbered 1,303, or 164 more than in 1905. The number of cases disposed of was 1,276, and the pending file at the end of the year showed 121 cases. Of 2,931 persons under trial, 62·2 per cent. were convicted. There were 25 sentences of death, 165 of transportation for life, 111 of transportation for a term of years, 1,185 of rigorous imprisonment, and 27 of whipping. The average duration of Sessions Trials fell from 36·3 days in 1905 to 33·8 days in 1906. The number of persons tried by jury was 762. In 674 of these cases the judge approved of the verdict. Of 1,566 cases tried with the aid of assessors, the judge concurred in the opinion of both assessors in 1,211 cases and in 208 differed from both.

The High Court tried 80 cases, involving 98 persons, of whom 70 were convicted, and left 13 cases undecided at the close of the year. The average duration of cases from commitment was 32·2 days.

Including 45 pending cases, there were before the High Court 734 appeals, of which 702 were decided. Out of 581 appeals from sentences of the Sessions Courts, the orders of the lower Courts were upheld in 466 instances and reversed in 34 and modified in 76. Six appeals by the local Government against orders of acquittal were decided during the year, and in one of them the order was upheld. In 3 cases the orders of acquittal were reversed, and in 2 cases retrials were ordered. The Sessions Courts

decided 3,561 appeals and the Magistrates' Courts 3,595, the percentages of wholly unsuccessful appellants being respectively 66·1 and 63·9. In the case of death sentences referred from the Sessions Courts, the sentences on 12 of the 28 persons concerned were confirmed and 7 commuted to transportation for life, while 9 persons were acquitted. Twenty-seven references from verdicts of juries were decided by the High Court during the year; the verdict of the jury was accepted in 9, set aside in 16, and modified in one. The High Court decided 142 revision cases and the Sessions Court 2,997. CRIMINAL JUSTICE.

For legislative purposes the North-West Provinces and Oudh are united, but inasmuch as Oudh is not subject to the High Court of the North-West Provinces, the judicial statistics of the two are given separately. North-West Provinces.

The number of offences reported during the year (126,886) shows a small increase on the number reported in the previous year (124,465). The number of cases returned as true and the number brought to trial were, respectively, 96,414 and 88,126, as against 93,828 and 85,236 in 1905. The total number of persons under trial increased from 153,231 to 159,177. The increase is entirely with respect to offences under the Penal Code. Under local and special Acts there is a small decrease under all the above-mentioned heads. Of 152,345 persons under trial before magistrates, 48 per cent. were convicted, as compared with over 49 per cent. in 1905. In trials before the Courts of Session, on the other hand, there was an improvement, as 69 per cent. were convicted as compared with 66 per cent. in 1905. The average duration of cases rose from 9 to 10 days, and the number of cases pending over six weeks was 1,588, or 347 more than in 1905. During the year 111 persons were sentenced to death, 267 to transportation, 19,140 to rigorous imprisonment, and 4,963 to whipping.

Appellants and applicants for revision in the Courts of Session were more numerous than in 1905, numbering 10,856 as against 10,284. The percentage of appellants whose convictions were affirmed rose from 74 per cent. in 1905 to 76 per cent. Appeals and applications for revision to the High Court were 1,011 and 769, as compared with 929 and 737 respectively.

The number of offences reported during the year in Oudh was 45,283, of which 32,845 were returned as true, the figures for 1905 being 44,806 and 32,210 respectively. The number of cases brought to trial was 33,399, as against 32,807 in the previous year. Courts of Session tried 538 original cases, while 32,868 were disposed of by magistrates. The percentage of convictions to the number of persons tried was 62·5 in Sessions Courts and 37·8 in Magistrates' Courts. Oudh.

As regards punishments, sentences of death, transportation, and rigorous imprisonment were 53, 65, and 5,859, as against 40, 77, and 5,807 in 1905. The number of whippings fell from 1,840 to 1,815.

The number of appellants and applicants for revision increased from 5,096 to 5,699. In the case of 3,324, sentences or orders were confirmed, and in the case of 768 sentences were reversed.

The figures for the Punjab indicate a fairly serious increase in actual crime during the year, and also show that the Courts failed to check the steady growth of litigiousness in that Province. One hundred and ninety-eight thousand five hundred and fifty-seven offences were reported during the year, and 130,964 were returned as true, as against 188,961 and 127,715 respectively in 1905. The number of cases brought to trial in Courts subordinate to Sessions Courts was 113,517, the number of persons involved being 268,316. Cases under the Indian Penal Code brought to trial increased by 3,952, and cases under local and special laws by 1,078. The percentage of convictions was 27 as against 26 in 1905. Punjab.

Of the cases returned as true during the year, 89,422, or 68 per cent., were cases under the Indian Penal Code. Of these cases, those affecting life fell from 933 to 856, the number of murders being 389, or 47 less than in 1905. Robberies and dakaities rose from 443 to 495, and there was again a slight increase (5,410 to 5,564) in the number of offences relating to marriage. Cases of criminal force and assault declined by 700, but cases of hurt rose by 800.

District Magistrates disposed of 4,713 cases, as against 3,869 cases in 1905, and Honorary Magistrates rendered even greater assistance than usual

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to the administration. The number of disposals in the Sessions Courts declined from 547 to 490.

The number of persons sentenced to death, transportation, and rigorous imprisonment were 82, 119, and 12,909 respectively, while the number of persons whipped fell from 2,451 to 2,361.

Of the total number of persons convicted, 24 per cent. appealed. Of these appeals 30 per cent. were summarily dismissed and 32 per cent. dismissed after notice; while in the case of the remaining 38 per cent. the appeal was either wholly or partially successful.

In the Chief Court the number of appeals instituted was 793 as compared with 833 in 1905, 801 were decided and 141 were left pending at the end of the year. The number of unsuccessful appeals was 604. Applications for revision decreased from 1,853 to 1,845, and disposals numbered 1,641.

Burma.

The total number of offences reported during the year in Burma was 90,804 as against 93,310 in 1905. This represents a decrease of 2,921 in Upper, and an increase of 415 in Lower, Burma. The percentage of true cases fell in Lower Burma from 87·2 to 85·6, and in Upper Burma remained practically the same as in 1905—namely, 88·5.

Magistrates of all classes tried 154,318 persons during the year. The percentage of persons convicted or committed was 61·3 in Lower and 62·8 in Upper Burma, as compared with 61·9 and 64·7 respectively in 1905.

The Sessions Courts in Lower Burma dealt with 839 persons, more by 61 than in 1905. The percentage of convictions was 57·9 as compared with 53·3 in 1905. The number of cases committed to the Chief Court was 85, involving 132 persons, and the percentage of convictions was 72·6. The average duration of trials in the Sessions Courts fell from 53 to 48 days and in the Chief Court rose from 35 to 40 days. In Upper Burma, Sessions Judges disposed of 112 cases, involving 155 persons. The percentage of convictions decreased slightly from 71 to 68, and the duration of trials rose from 29 to 37 days.

As regards punishments, the number of whippings increased from 2,919 to 3,185, while 87, 417, and 15,066 persons were sentenced to death, transportation, and rigorous imprisonment respectively.

In Lower Burma there was an increase of only 43 in the number of appeals preferred; in 1905 there was an increase of 628, and in 1904 of 350. The percentage of sentences confirmed was 69·4 and the average duration of appeals was 17 days. The number of appeals preferred during the year in Upper Burma was 1,761. Sentences were confirmed in 59·5 per cent. of the cases, and the average duration was 13 days.

The number of cases called for in revision by District Magistrates in Lower Burma (5,853) was 219 more than in the preceding year, but there was a decrease of 110 in the revision cases called for by Sessions Judges. In Upper Burma there was an increase in the quantity of revision work done by District Magistrates but a slight decline in that done by Sessions Courts.

Eastern Bengal and Assam.

There were 127,154 criminal offences reported during the year in Eastern Bengal and Assam, an increase of 9,142 on the figures of 1905. Cases under the Penal Code showed an increase of 8,586, and cases under special and local laws of 556.

Including cases which were under inquiry at the close of the preceding year, 85,121 cases coming before the courts were accepted as true during 1906. Of these, 58,506 were brought to trial. The figures, as compared with those of 1905, represent an increase of 6,584 under the former and of 4,239 under the latter head.

In the Courts of Magistrates, 56,943 cases, involving 85,912 persons, were finally disposed of during the year, the proportion of convictions being 49·3 per cent., and the average duration of cases 16·6 days. Courts of Session disposed of 913 cases, the pending file being 115 as against 117 in 1905. Of the 1,991 persons tried, 1,209, or 60·7 per cent., were convicted. The average duration of Session cases fell from 41·6 days to 40·4 days.

Punishments by death, transportation, and rigorous imprisonment numbered 17, 151, and 12,434 respectively. Whipping was ordered in 616 cases. Twenty-nine sentences of death came before the High Court for confirmation; 10 were commuted for transportation, and two were pending at the end of the year.

Criminal Justice.

The High Court, Sessions Courts, and Magistrates' Courts disposed of 428, 2,675, and 2,301 appeals respectively, the percentages of wholly unsuccessful appellants being 76·1, 65·2, and 68·6. The number of revision cases was 1,039 less in 1906 than in 1905.

Central Provinces and Berar.

The total number of cases reported in the Central Provinces and Berar, and the total number returned as true were, respectively, 40,056 and 32,092 as against 42,277 and 34,374 in 1905. If offences under local and special laws be excluded, there was an increase of 1,485 in the number of offences reported and of 1,476 in the number returned as true, but there was no serious increase under any head except under those of hurt and assault.

Magistrates disposed of 31,309 cases during the year. The percentage of convictions and committals was decreased from 45·8 in 1905 to 40·4 in 1906. Durations rose both in police and in complaint cases, in the former from 13·1 days to 14·9 and the later from 13·9 to 15·5.

Courts of Sessions disposed of 201 cases. The percentage of persons convicted or committed to the total of persons under trial during the year was 55·4. The average duration of Sessions cases further declined from 55·5 to 50 days, being higher in Berar than in the Central Provinces.

The percentage of appellate cases in which the sentence was confirmed was 65·5 in the Judicial Commissioner's Court, 71·7 in Sessions Courts, and 55·5 in District Magistrates' Courts.

The sentences of death, transportation, and rigorous imprisonment passed during the year numbered respectively 20, 99, and 3,956. The corresponding figures for 1905 were 14, 127, and 3,978. Whipping was awarded in 1,115 as against 1,195 cases in 1905.

North-West Frontier Province.

The total number of offences reported during the year in the North-West Frontier Province was 18,471 as against 17,958 in 1905. Eight hundred and ninety-two cases were struck off as false and 4,621 complaints were dismissed *in limine;* these represent 29 per cent. of the offences reported, the proportion being the same as in 1905. The number of cases brought to trial was 12,148, which represents 94 per cent. of the offences admitted to have occurred. The percentage of persons convicted or committed to the total number of persons under trial was 48·1. Ten thousand three hundred and eighty-three offences under the Indian Penal Code were reported during the year, an increase of 200 on the figure for 1905. Of these, 5,519 were brought for trial as against 5,567 in 1905, and the percentage of convictions was 35, or 3 less than in the preceding year.

There were 20 sentences of death, 27 of transportation, and 2,479 of rigorous imprisonment, and 251 sentences of whipping were passed as against 295 in 1905.

The number of persons who appealed to District Magistrates fell from 561 to 553, while the number who appealed to Sessions Judges was 912, of whom 273 had their sentences reversed or altered. Out of 607 applications for revision 408 were dismissed summarily.

The average duration of criminal trials in Magistrates' Courts was 6·5 days, in Courts of Sessions 33 days, and in Superior Courts 28 days.

Coorg.

The number of offences reported in Coorg (1,601) declined by 194 in spite of an increase of 106 under the Workmen's Breach of Contract Act. Trials held numbered 1,434, or 178 less than in the previous year. Excluding breach of contract cases, 1,160 cases were reported, and 1,009 were returned as true. These figures show a satisfactory reduction of reported crime, those for 1905 being respectively 1,460 and 1,268. There were 649 convictions, as against 679 in the preceding year, the percentage to total of persons under trial increasing from 29·44 to 37·58. There were only 8 convictions of heinous crime, and there was no sentence of death. Sentences of transportation, rigorous imprisonment, and whipping numbered respectively 3, 259, and 25.

The total number of appeals was 80, of which 63 were unsuccessful.

Madras.

There was an increase in the total numbers of cases and appeals instituted during the year in Madras, excluding those in the Village Magistrates' Courts, the figures being 291,542 and 9,964 respectively, as against 299,258 and 10,080 in 1905. The number of cases instituted in the Village Magistrates' Courts fell from 11,073 to 10,591. There was a

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decrease of 2,691 in the number of offences under the Indian Penal Code, and of 4,174 in the number of offences under special and local laws reported during the year. The percentage of convictions in cases brought to trial was 23·27 in the case of offences under the Penal Code and 87·13 in the case of offences under special and local laws, the average percentages for the preceding five years being 24·11 and 86·53 respectively.

Of 17,671 persons under trial in the Village Magistrates' Courts, 5,492 were convicted. In the regular Magistrates' Courts in the mufassal, 223,196 cases were instituted, as against 231,570 in 1905. The number of cases left pending at the end of the year was more than that of the previous year by 303. The total number of persons under trial in these courts was 388,774, of whom 381,231 were dealt with, the percentage of convictions being 48·92 as against 49·7 in the preceding year. The average duration of cases was nearly the same as in 1905, viz., 5 days. The number of appeals was 7,814; in 60·25 per cent. the convictions were confirmed.

The cases committed to Sessions Courts in the mufassal numbered 1,272, and 3,096 persons in all were tried, these figures showing an increase of 65 and 122 respectively on those for 1905. One thousand four hundred and fifty-nine persons were tried by jury, 1,366 with aid of assessors, and 44 partly by jury and partly with assessors. The percentage of convictions was 45·32, and the average duration of trials, 34 days. Appeals numbered 1,371, the sentence appealed against being confirmed in 71·86 per cent. of the cases.

The number of cases instituted before the Presidency Magistrates increased from 66,428 to 67,031. The percentage of convictions was 92·52. A sum of £211 levied as fines in cases of cruelty to animals was paid to the S.P.C.A.

In all, 48 persons were punished with death during the year, 173 with transportation, and 20,745 with rigorous imprisonment. Whippings numbered 3,508.

The High Court received for trial 43 Sessions cases, in which 56 persons were concerned. The percentage of convictions was 77, as against 74 in 1905. The cases of 80 persons who were convicted of murder and sentenced to death by Sessions Courts were dealt with by the High Court. The convictions of 66 were upheld, 48 sentences of death being confirmed and 18 being commuted to transportation for life. The number of appeals received during the year was 701; in 89 per cent. of the appeals against conviction the proceedings of the lower courts were not interfered with. In revision cases the proceedings of the lower court were confirmed in 74 per cent. of the cases.

Bombay.

The total number of offences reported during the year in Bombay (including Sind) was 159,751, as against 157,278 in 1905. Of the total number of cases, 148,276 were returned as true; of these 38·8 per cent. were under the Indian Penal Code and the rest under special and local laws. Cases brought to trial numbered in all 148,620, involving 237,821 persons, the figures for the preceding year being 150,439 and 239,581 respectively. Of the total number of persons under trial nearly 48 per cent. were acquitted or discharged, and nearly 47 per cent. were convicted. The total number of original cases decided was 148,540, as against 149,728 in 1905. Of these, 145,873 were disposed of by Magistrates. Of the total number of persons convicted, 65·6 per cent. were tried summarily. The average duration of cases fell from 5·06 to 4·40 days. There were 52 sentences of death, 138 of transportation, and 15,855 of rigorous imprisonment, as compared with 56, 128, and 14,833 respectively in the preceding year. Whippings increased in number from 1,414 to 1,654. The percentage of whippings to the total number of all punishments was 16·32 as against 14·58 in 1905.

Out of a total of 5,615 appeals, 42 per cent. were rejected; in 30 per cent. the sentences were confirmed and in 16 per cent. reversed. Applications for revision numbered 1,888, the sentence being reduced in 84 cases, reversed in 127 cases, and enhanced in 8 cases.

Persons tried by jury and with the aid of assessors numbered 455 and 1,214 respectively. In the High Court the verdict of the jury was approved in all cases. In the Courts of Sessions it was approved as regards 373 out of 388 accused persons, and disapproved as regards 15. In cases tried with

assessors, the Judge agreed with all the assessors in 70 per cent., with some in 9 per cent., and differed from all in 21 per cent. CRIMINAL JUSTICE.

JAILS.

JAILS.

The variations of the jail population in the whole of India during the last five years are shown in the following table :—

—	1906.	1905.	1904.	1903.	1902.
Jail population of all classes on 1st January	98,244	93,781	93,881	101,664	108,741
Admissions during the year -	480,098	464,660	436,569	440,948	471,529
Aggregate - -	578,342	558,441	530,450	542,612	580,270
Discharged during the year from all causes	479,280	460,202	436,668	448,984	478,532
Jail population on 31st December -	99,062	98,239	93,782	93,865	101,738
Convict population on 1st January -	88,344	85,034	85,209	93,682	98,873
Admissions during the year - -	163,956	161,783	153,380	156,112	171,256
Aggregate - -	252,300	246,817	238,589	249,794	270,129
Released during the year - -	160,022	155,220	150,289	160,503	172,202
Casualties, &c. - - - -	3,246	3,245	3,260	4,082	4,167
Convict population on 31st December	89,032	88,352	85,040	85,209	93,760

The total number of prisoners (480,098), including those under trial, admitted to jail during the year was 3·3 in excess of the previous year. Appreciable increases in admission occurred in Bengal (15 per cent.), Burma (4·5 per cent.), and Eastern Bengal and Assam (17·2 per cent.). There was a considerable decrease in Madras. The daily average number of prisoners rose by about 4 per cent.

The number of persons convicted and imprisoned during the year rose by 1·3 per cent. The increase was most marked in Bengal (12·3 per cent.), Eastern Bengal and Assam (12·5 per cent.), and Burma (5·8 per cent.). Madras showed a decrease of 10·5 per cent., and the Punjab of 4·1 per cent; elsewhere the jail population was nearly stationary. The offences for which convicts were imprisoned show that the cases connected with property increased by about 7·4 per cent., that those against the person decreased by 2·8 per cent., and that convictions under the preventive sections of the Criminal Procedure Code were nearly the same as in the preceding year.

The escapes during the year, excluding Coorg, for which complete figures are not available, numbered 102 as against 85 in 1905, but 77 prisoners were recaptured before the end of the year. The largest number of escapes occurred in Eastern Bengal and Assam (30), the cause assigned being laxity of discipline on the part of the warders, and the defective structure of the Assam jails.

There was an increase of 9·3 per cent. in the number of juvenile offenders committed to prison during the year. This would seem to show a neglect on the part of magistrates to make sufficient use of the provisions of the law which empower them to send youthful criminals to a reformatory or to discharge them on security for their good behaviour.

The foundation in Calcutta of a Prisoners' Aid Society was a noteworthy feature of the year.

More than fifty-two per cent. of the persons admitted to jail came from the classes engaged in agriculture or cognate pursuits. Twenty per cent. were persons employed in miscellaneous callings, and about 10 per cent. gained their living by personal service. Four-fifths of the entire number were illiterate.

The number of previously convicted prisoners again rose, the increase being greatest in the United Provinces (56·1 per cent.). There was an increase of 14·1 per cent. over the figures for last year in the number of convicts sentenced to transportation.

JAILS. The progress made in the segregation of casual and habitual offenders was satisfactory.

There was a slight decrease in the number and percentage to daily average strength of offences committed by convicts during the year as compared with 1905, but there was an increase of 4·4 per cent. in serious offences dealt with by major punishment. The most noteworthy increases in the percentage of major punishments to daily average strength occurred in Bombay (16·16 per cent.) and the Central Provinces and Berar (14·95 per cent.). As in past years, the ratio of total punishments is still considerably higher in the Punjab, Burma, and the Central Provinces than elsewhere. The figures for the different provinces are given in the following table :—

—	1906.			1905.			1904.		
	Daily average Population.	Offences dealt with by Criminal Courts.	Offences dealt with by Superintendents.	Daily average Population.	Offences dealt with by Criminal Courts.	Offences dealt with by Superintendents.	Daily average Population.	Offences dealt with by Criminal Courts.	Offences dealt with by Superintendents.
Madras -	10,404	10	10,278	10,130	12	11,314	9,272	15	14,331
Bombay - -	7,997	16	16,199	7,928	24	14,441	7,907	23	12,978
Bengal - -	13,963	25	25,268	13,516	20	26,416	18,002	22	30,928
United Provinces	22,903	9	39,988	21,681	13	38,707	22,090	14	35,281
Punjab - -	10,768	64	36,828	10,531	61	37,884	10,752	89	42,047
Burma - -	12,606	17	42,092	11,951	25	44,891	11,113	41	41,241
Eastern Bengal and Assam.	6,733	53	8,292	6,277	29	7,418	1,430*	21*	2,054*
Central Provinces	3,062	23	9,405	3,282	30	8,360	3,553	21	8,710
North-West Frontier Province.	1,091	1	1,539	1,077	1	1,560	1,055	1	1,501
Coorg - -	85	—	19	76	—	78	62	1	85
	86,612	218	189,928	86,449	215	191,069	85,235	248	190,156

* Assam only.

The aggregate number of corporal punishments was little more than half what it was five years ago. The total fell from 1,076 in 1904 to 799 in 1905, and to 668 in 1906, the proportion to total punishments showing a steady decrease in all provinces. The total number of cases in which penal diet (with and without solitary confinement) was prescribed was 6,505 as compared with 10,954 in the preceding year.

The result of the remission system during the year showed unimportant variations from those of the preceding year. The system of remission has been revised with the object of making it more intelligible to the average prisoner, and, in future, remission earned will be recorded in "days" instead of "marks." The special reward of 15 days' remission for committing no offence during the past 12 months was earned by 10,318 convicts.

There was again a marked increase in the total cost of maintenance of the prisoners in jail during the year, the figures for 1905 being exceeded by no less than £50,274. This was due in part to an increase in the jail population, but mainly to the high price of food grains, the average gross cost of maintaining each prisoner having risen to £4 15*s.* 10*d.*, or 6*s.* 6½*d.* more than in the preceding year. At the same time the total cash earnings of prisoners fell off by nearly £10,000, with the result that the total net cost to the Government was just over £60,000 more than in 1905. Excluding Coorg, the provinces in which the average cost of maintenance was highest were the Central Provinces (£8 19*s.* 6*d.*), Eastern Bengal and Assam (£5 13*s.* 4¾*d.*), and Bengal (£5 13*s.* 4½*d.*).

The year under review was an exceedingly unhealthy one; the northern provinces of India suffered severely from malarial fevers in the autumn, and cholera was rife through southern India. Although this led to an increase of sickness in the jails, and the ratio of admissions to hospitals rose from 647 to 658 per thousand, the death-rate was only 19·27 per thousand against 19·23

in the previous year. There was a decrease in the death-rate in all provinces except Madras, Bombay, and the North-West Frontier Province. The principal causes of death were dysentery (3·25 per thousand), tubercle of the lungs (3·21), pneumonia (2·55), and cholera (1·10). There were 12 cases, all fatal, diagnosed as cerebro-spinal fever, an increase of 2 on the figure for 1905; but in 4 cases the *post-mortem* examination did not support the diagnosis. JAILS.

PENAL SETTLEMENT AT PORT BLAIR.

The convict population of the Andamans at the end of the year 1906–07 was 14,496 (13,792 males and 704 females), being 200 less than at the end of the previous year. Discipline was well maintained, but the proportion of convicts punished increased by 8·82 compared with the previous year. The Viper Jail was closed as a jail on the 1st February 1907, and all prisoners who had been confined in it were transferred to the Cellular Jail. Twenty-three prisoners escaped during the year, of whom 14 were recaptured. The corresponding figures for 1905–06 were 35 and 32.

The revenue of the Settlement rose from £60,908* to £62,350, and the expenditure fell from £150,342* to £144,403, with the result that each convict cost the State £5 12*s.* to maintain against £6 3*s.* 7*d.** in the preceding year. The estimated value of jail manufactures fell from £26,678 to £24,895, the principal decrease being in the value of building materials. The outturn of cocoanut oil was slightly larger. The experiment of issuing to convicts locally-grown rice was continued, and the net additional cost to Government was £96 against £150 in 1905–06. The police force was 50 under strength at the close of the year under review. The telephone system was completed and worked satisfactorily. The wireless telegraph service showed great efficiency, the monthly average number of messages sent being 613. The recorded rainfall of the year measured 99·23 inches, nearly 2 inches less than in 1905.

The health of the troops was better, and there was no death among them. The death-rate among convicts fell from 38·96 per 1,000 in 1905 to 27·30, the fall being due mainly to a reduction in the number of cases of dysentery. The death-rate attributed to malarial fevers was 3·47 per 1,000.

CIVIL JUSTICE.

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Bengal.

The number of civil suits pending on the original side of the High Court at the end of 1905 was 1,100, including 31 pending suits received by transfer from other courts, and the number instituted during 1906 was 1,072. During the year 994 suits were disposed of, as against 1,121 in 1905, and the number left undisposed of at the end of the year was 1,178. There were 515 suits pending for over one year, showing a decrease of 5 from the figures of the previous year. The number of insolvency cases pending at the end of the year decreased from 228 to 207.

In the Civil Courts in the mufassal, the total number of ordinary suits and small causes instituted was 412,801. This figure is in excess of that of the previous year by 9,186. The increase occurred in title and money suits to the extent of 12·7 per cent. and 2·1 per cent. respectively. There was a slight decrease in the institution of rent suits. The number of suits disposed of was 420,856, the number being in excess of that for 1905 by 11,020. The average duration of cases showed an increase in the case of District Judges, but a considerable reduction in the case of Subordinate Judges.

In the Presidency Small Cause Court, both institutions and disposals showed an appreciable increase on the previous year's figures. The number of pending cases was less than in 1905 by 51.

The number of appeals decided by the High Court during the year (4,436) was less than that of the preceding year by 986, and the pending file was reduced by 880 to 4,401. In the Subordinate Courts, 12,194 appeals were instituted, an increase, as compared with the previous year, of 1,064, and

* Corrected figures.

CIVIL JUSTICE.

12,427, or 395 less than in 1905 were disposed of. The number of appeals pending at the close of the year (5,246) was more by 248 than at the end of 1905.

North-Western Provinces.

In the North-Western Provinces there has been a steady increase in institutions since 1902, but that in the year under review is exceptional, and the number of suits (105,470) is the highest on record, exceeding by 5 per cent. the previous highest figure, which was in 1887; last year's figure was 93,646.

The total number of suits before the courts was 119,165, as compared with 107,148 in 1905, but the pending file increased by only 1,031. The number of cases pending over three months increased from 3,126 to 3,210. In Subordinate Judges' Courts the average duration in contested cases was 37 days, as against 36 in 1905, but in all other courts the average duration decreased.

There were 11,073 civil appeals before the Subordinate Courts during the year, and the year closed with a pending file of 2,846 cases. Before the High Court there were 3,843 appeals for disposal, as compared with 3,813 in 1905. Of these 1,754 were disposed of, but in spite of the fact that the number of disposals was above the average, 2,089 cases, or only 25 less than in 1905, were pending at the end of 1906.

The number of applications for execution of decrees filed during the year was 92,646, representing a large increase of 13 per cent. over the figures for 1905. The pending file, however, increased by only 1,301. Realisation was complete in 22 per cent. of the cases and partial in 20 per cent., while 52 per cent. were wholly infructuous.

Village Munsifs decided 15,546 cases out of a total of 16,010 for disposal. Of these 1,231 were contested cases, as compared with 1,252 in 1905.

Oudh.

The total number of suits instituted in Oudh increased from 50,850 to 64,826. Disposals numbered 66,094 as against 51,674 in the preceding year, and the pending file rose from 7,219 to 7,257. The average duration of contested cases fell from 70 to 61 days, and that of uncontested cases from 30 to 28, the decrease being common to all courts, except the Courts of Honorary Munsifs and the Courts of Small Causes, City and Cantonment, Lucknow. The number of appeals before the courts was 3,224 as against 3,947 in the previous year. Disposals numbered 2,572 as against 3,259, and the pending file was reduced from 688 to 652. The Judicial Commissioner's Court decided 1,020 appeals. The total number of applications for executions of decrees during the year was 51,565, as against 44,343 in 1905; of these 25,116 were wholly infructuous. Village Munsifs disposed of 7,472 suits, as compared with 6,326 in the preceding year.

Punjab.

The decline in the volume of civil litigation, which has been a prominent feature of the reports of several years past, experienced a marked check during the year under review. The number of suits instituted (167,350) represents an increase of 7 per cent. over the figures for 1905. The fact that the rise in institutions was very largely under the head of suits for money or movable property seems to show that the check furnished by the extension of the period of limitation for suits for the recovery of money lent is now disappearing. The total number of suits brought by money-lenders agains agriculturists again fell from 62,769 to 59,895, while suits to establish rights of pre-emption increased from 3,994 to 4,947, which would seem to show clearly that the new pre-emption Act has stimulated litigation.

Out of 193,295 suits for disposal in courts subordinate to Divisional Courts, 176,534 were decided. In spite of the large rise in institutions and disposals, the pending file rose by only about 900 cases during the year. The average durations of contested and uncontested cases were 51 and 27 days respectively, as against 51 and 29 days in the previous year. In proceedings for the execution of decrees the percentage of realisations remained the same as in the last three years, viz., 24.

The percentage of appeals to appealable orders rose from 28 to 29. In Divisional Courts 8,591 appeals were instituted, an increase of 573, and the pending file rose from 2,673 to 3,417. In District Courts appeals rose from 5,189 to 5,567, and the pending file increased from 472 to 518.

In the Chief Court, 11 original cases were instituted. Institutions in the more important classes of civil appellate work were about the same as in 1905, except that the number of first appeals fell from 138 to 93. Disposals were very much larger than in 1905 in consequence of the strength of the Court being maintained at nine Judges throughout the year, and the pending file was reduced from 2,048 to 1,131. CIVIL JUSTICE.

In the Burma Civil Courts there was again a considerable increase in the volume of original litigation. The total number of suits instituted rose from 82,971 to 88,402, the increase being common to both sections of the province, but was greater in Upper than in Lower Burma. The number of cases disposed of during the year was 88,344, as compared with 87,509 in 1905. Of this number 22,006 were contested. The number of cases left pending at the end of 1906 was 8,960, as against 2,015 at the end of 1905. Burma.

The total number of regular appeals increased from 5,302 to 5,840, of which 1,360 were pending at the close of the year. Decrees of lower courts in Lower Burma were confirmed, on appeal to District Courts, in 61·8 per cent. of cases, modified in 7·8 per cent., and reversed in 28·4 per cent., the figures showing little variation from those of 1905. Out of 1,524 appeals disposed of in District Courts in Upper Burma 62 per cent. were confirmed, as against 59 in the previous year. In Divisional Courts in Lower Burma the decrees were confirmed in 61 per cent. of the cases. In Upper Burma, only 11 appeals came before Divisional Judges, all of which were disposed of. The Chief Court disposed of 223 appeals, as against 300 in 1905. Decrees of lower courts were confirmed in 66·8 per cent. of the cases. The Court of the Judicial Commissioner of Upper Burma disposed of 319 appeals, of which 66·5 per cent. were confirmed.

Applications for execution of decrees rose in Lower Burma from 34,784 to 41,334, full satisfaction being obtained in 9,064, and in Upper Burma from 10,725 to 12,201, of which 3,567 were fructuous.

The number of original suits instituted during the year in Eastern Bengal and Assam was 363,219, an increase of 4,573 on the figure of 1905. Of these 179,116 were suits for money or movables, 145,908 were rent suits, and 38,195 title and other suits. There was an increase in the number of suits instituted in all districts except four. Altogether there were 424,825 suits for disposal, and 365,263 were disposed of. This number was 494 less than the total disposed of in the previous year, but the decrease occurred entirely in uncontested suits, the number of contested suits having increased from 69,578 to 72,201. The pending file fell from 55,948 to 58,361. Eastern Bengal and Assam.

In the High Court 1,125 appeals were preferred during the year. One thousand three hundred and eleven were disposed of, and the pending file fell from 2,094 to 1,908. In Subordinate Courts 10,181 appeals were instituted, and 10,084 disposed of, the pending file being increased by 321 to 5,549. The decisions of the lower courts were affirmed in 53·7 per cent. of the cases and reversed in 15·3 per cent.

The number of applications for execution of decrees made during the year was 277,934, and 54,836 were pending from the previous year. Full satisfaction was obtained in 69,154, and partial satisfaction in 61,291 cases, while 138,650 cases were returned as infructuous.

The number of suits instituted in the Central Provinces and Berar amounted to 90,782 as compared with 95,452 in 1905. The number of cases disposed of was 90,156, and the pending file rose from 22,446 to 23,023. The average duration of contested cases rose from 140 days to 160 days, and that of uncontested cases from 47 to 75 days. Central Provinces and Berar.

In the Court of the Judicial Commissioner no proper comparison can be made with the previous year as regards the out-turn of work as a whole, owing to the change in the Appellate Jurisdiction of the Judicial Commissioner, Berar, on the 1st September 1905 (*vide* last year's Report). In Central Provinces cases the figures are fairly constant, except that the pending file tends to increase. For the Court as a whole the pending file has risen from 305 to 353. Divisional Judges disposed of 337 cases, as compared with 398 in the previous year, and there was but a slight rise in the number of pending cases. In the Courts of District Judges the number of appeals instituted rose from 5,409 in 1905 to 5,625 in 1906.

CIVIL JUSTICE.

Applications for execution of decrees numbered 97,420, as compared with 105,405 in 1905. Of the applications disposed of, 54·6 per cent. were wholly infructuous, and in 22·4 per cent. satisfaction was obtained in full.

North-West Frontier Province.

The suits instituted in the North-West Frontier Province during 1906 numbered 22,282, as against 20,810 in the preceding year. This number is the highest recorded in any year since the province was created. Title and other suits rose by 1,169, and suits for money or movable property by 303. Bannu was still the most litigious district, while there was an extraordinary increase of litigation in Hazara.

Of the 26,053 suits for disposal in the District Courts, 24,081 were decided, 1,972 being left pending at the end of the year. The average duration of suits in the province remained at 20 days in uncontested cases, while that of contested suits rose slightly from 35 to 36.

District Judges and Subordinate Judges with appellate powers disposed of 675 appeals as against 666 in 1905. Divisional Courts disposed of 1,021 regular appeals, or 276 more than in the previous year. The increase was common to both divisions, but was more noticeable in the Pashawar Division. Applications for the execution of decrees numbered 16,518 as against 16,361 in 1905; 31 per cent. of the applications were satisfied in full, and 17 per cent. were partially executed.

Coorg.

There was no change in the number of Civil Courts (5) or their jurisdiction. The total number of institutions increased from 1,666 to 1,925. The total number of suits decided was 1,870, as against 1,698 in 1905, and the pending file was increased from 146 to 201. The bulk of the work as usual devolved on the two Munsifs, who together disposed of 798 suits and 1,152 small causes. The number of appeals for disposal was 67, as compared with 71 in 1904; 10 were successful. The Judical Commissioner decided 7 appeals out of 11 preferred to his court; 5 were confirmed. The number of execution proceedings (2,100) was 299 less than in 1905. Wholly infructuous applications accounted for 73·6 of the total disposals.

Madras.

The number of suits instituted during the year in Madras was 398,798, or 30,682 more than in 1905. The increase occurred in all classes of courts, and in all the districts, except four. The disappearance of plague and the growth of trade are the main reasons assigned for the general increase in original litigation. During the last three years there has been a continuous increase, amounting to 66,900 suits in all. The number of appeals preferred increased from 10,371 in 1905 to 11,101 in 1906. There was a large increase of arrears in all the more important classes of courts.

Before Village Courts 96,040 suits were instituted, an increase of 2,112 on 1905, and 95,765 were disposed of. In Revenue Courts 8,456 suits were filed, or 1,126 more than in 1905. The number of both ordinary and small cause suits filed in District Munsifs' Courts was the highest on record, namely, 92,497 and 145,405, or 8,583 ordinary suits and 16,594 small cause suits more than in the previous year. The disposal was also a record, showing 89,661 of the former and 144,409 of the latter class of suit. In Subordinate Judges' Courts the numbers of ordinary suits and small causes disposed of were respectively 840 and 23,553, as compared with 960 and 22,553 in the previous year. In District Courts the numbers were 445 and 438, the figures for 1905 being 360 and 650 respectively. In the Presidency Small Cause Court 20,290 cases were disposed of and arrears increased from 2,043 to 2,689.

In the High Court an increase of 16 in the number of suits for disposal (467) took place, and the number of disposals was 259, or 26 more than in the previous year. The number of appeals before the High Court was 5,220, as against 6,064 in 1905, the number disposed of being 1,286, and the arrears in first appeals being reduced from 740 to 733. District Courts disposed of 6,183 appeals out of 10,935 for disposal, and Subordinate Judges' Courts of 1,819 out of 2,786.

The number of applications for execution of decrees for disposal during the year in courts in the mufassal was 285,088. Disposals numbered 254,120, and arrears increased from 28,644 to 30,970.

Bombay.

In the Bombay Presidency (including Sind) the total number of suits instituted showed a decrease from 142,207 to 132,478, which was attributed to the extension of the application of the Dekkhan Agriculturists' Relief Act

to the whole Presidency towards the end of the preceding year. Of these, 78 per cent. were for money or movable property, and 14 per cent. related to immovable property, all other suits totalling 8 per cent. The percentage of contested suits was 37 as against 22 in 1905. There was an increase in the average duration of contested suits, it being 243 as against 148 days in the preceding year, and the duration of uncontested suits rose from 79 to 91 days. The total number of suits disposed of was 131,419 as against 144,856 in 1905, and arrears increased from 33,954 to 37,020.

Including arrears from the previous year to the number of 3,444, there were 8,742 appeals before the courts, of which 4,672 were decided, the pending file rising to 4,070. In 2,440 cases the decrees of the lower courts were confirmed, while 752 were not prosecuted or were dismissed. The average duration of appeals was 249 days in the year under review as compared with 219 in 1905.

Applications for execution of decrees numbered 167,334, and 166,960 were disposed of, arrears increasing from 50,263 to 50,637. Excluding 702 applications disposed of by transfer, 66 per cent. of the applications proved wholly infructuous; full satisfaction was obtained in 16 per cent. of the cases, partial satisfaction in the remainder. The total amount recovered in execution fell from £396,999 to £370,590. The number of persons imprisoned in process of execution was 646, as against 973 in 1904.

The total number of applications for declaration of insolvency disposed of during the year was 303, of these 104 were withdrawn, 125 granted, and 75 rejected.

CHAPTER IV.

REGISTRATION OF ASSURANCES, &c.

REGISTRATION.

REGISTRATION.

General.

The Registration Law of 1877 was in force during the year under review throughout British India, with the exception of Upper Burma, for which Regulation II. of 1897 still provides a less complete procedure, and of certain other tracts in which the conditions are exceptional. For the purpose of registration, documents are divided into (*a*) those the registration of which is compulsory, or necessary to the validity of the deed, and (*b*) those which are not required by the law to be registered, but which can be so treated or not at the option of the holder, though liable, if unregistered, to be superseded by subsequent registered documents, subject to the equitable doctrine of notice. In the former class are deeds of gift of immoveable property, or other documents, excluding wills, which affect rights in such property of value more than Rs. 100, and, with certain exceptions, annual or longer leases. In the second category, that of optionally registrable documents, are those relating to immoveable property not included in the above-mentioned classes, deeds affecting moveable property, wills, and other documents. As concerns transfers of immoveable property, however, the situation is affected in most provinces by the Transfer of Property Act of 1882. This Act was amended in March 1904. Before the latter date it was in force throughout British India, with the exception of Burma (outside Rangoon), the Punjab, and Sind, and other scheduled districts; and under its provisions all transfers by sale or mortgage of immoveable property had to be registered, excepting that in the case of tangible immoveable property of value below Rs. 100 transfer might alternatively be effected by delivery of the property, and the registration of mortgage deeds, in which the value affected did not exceed that sum, was not compulsory. The most important changes effected by the amendment of the Act were the removal of the last exception, namely, that relating to small mortgage deeds, and a wider extension of the Act in Lower Burma. Practically all deeds transferring immoveable property have now, therefore, to be registered, and the question as to the supersession of an unregistered by a registered deed will cease to cause difficulties in the law courts. Offices are established in every district for the registration of documents, and for keeping copies of such documents. *Ad valorem* fees are charged for registration, and a small fixed fee for searching the records. The total registration receipts of the year 1906–07 were £369,000 as compared with £361,900 in the preceding year; and the cost of the registration offices was £205,000, leaving a surplus of £164,000, against £174,300 in the year 1905-06.

In 1906, as in 1905, there was a general increase in registration transactions throughout the greater part of British India, due to the amending Act of 1904. Although this Act was in force during the whole of 1905, a part of its effect was delayed, as its meaning and requirements were at first not fully understood. The other causes to which changes are due, are local in character, and may be explained in a particular district either by unfavourable or by favourable circumstances. An expansion in the work of registration may be due on the one hand to plague, high prices, bad harvests, and declining credit, or on the other to the development of new lands, the growth of towns, and the general effects of economic progress. The following particulars are taken from the provincial reports for the calendar year 1906.

Bengal.

There was an increase of 16 per cent. in the total number of deeds registered in Bengal, from 793,200 to 922,700. The number of registrations of immoveable property under the compulsory classes is given as 792,500 compared with 680,400 in 1905. This considerable increase is ascribed partly to the operation of the Act of 1904, partly to favourable local conditions, such as the growth of trade in the large towns, the reclamation of waste lands, and the demand for land amongst cultivators of jute, and in some districts to scarcity and high prices. Sales of immoveable property increased from 250,100 to 295,000, of which 199,000 represented values less

than Rs. 100. The total value of the immoveable property affected by the registrations under the compulsory classes was £11,591,000, of which 32 per cent. was contributed by the comparatively small number of deeds (4,332) registered in Calcutta. REGISTRATION.

The total number of deeds registered in Eastern Bengal and Assam rose from 735,300 in 1905 to 801,000 in 1906. The compulsory registrations affecting immoveable property in the province numbered 683,700, with a value of £4,766,000. An increase of 72,878 documents in the compulsory class is attributed to the operation of the Act of 1904, whose provisions are now becoming better known, and to the high price of food grains, which had the effect of increasing the number of sales and mortgages. Eastern Bengal and Assam.

The number of documents registered in the United Provinces rose from 220,400 in the year 1905 to 248,600 in 1906; nearly half of the increase is due here, as elsewhere, to the further operation of Act VI. of 1904. United Provinces.

In the Punjab, where the new Act is not in force, both the number of compulsory registrations of immoveable property and the value which they represented increased in 1906 by 16 per cent. The whole of the increase is due to registrations effected in the first six months of the year. It is suggested that the comparative freedom from plague during this period may have allowed the completion of transfers which had been held in abeyance. Punjab.

The figures of registrations in the North West Frontier Province are small; but the decrease in the number of instruments registered in the districts of Hazara, Bannu, and Dera Ismail Khan, from 3,593 in 1903 to 1,917 in 1905, due to the introduction of the Land Alienation Act, has been followed by an increase to 2,411 in 1906. There was also an increase in Peshawar, partly due to the expected construction of the Upper Swat River Canal. North West Frontier Province.

The number of registrations in Lower Burma increased from 42,400 to 47,700. This increase followed upon a similar increase in 1905, and was chiefly due to the legal change noted above. The value of the immoveable property concerned rose to £5,297,200; of this sum £2,353,000 was contributed by the comparatively small number of transfers (2,645) in Rangoon town, where 32 unusually large transactions occurred. In Upper Burma registrations were few in number. The Lieutenant-Governor decided not to recommend the extension of the Indian Registration Act to this part of the province, but revised rules under the Upper Burma Registration Regulations, 1897, were drafted for consideration. Burma.

The number of registrations in the Central Provinces and Berar rose to 60,300, of which 36,700 occurred in Berar. The year's results show the continuance of steady progress. The presence or absence of plague was the chief factor in local fluctuations, plague or the fear of plague causing an increase in wills and deeds of gift *inter vivos* in certain districts. Central Provinces and Berar.

In Madras the number of registrations rose from 1,061,600 to 1,142,500, the highest figure on record; there was an increase in the registration of all classes of documents, and in all districts except Nellore, where there was a decrease under mortgages, due to a liberal grant of State loans. Madras.

The number of registrations in Bombay was 195,200, representing a slight increase over the number in 1905. There was a considerable increase in sales of all sorts and a corresponding decrease in the number of mortgages, due to the conversion of mortgage deeds into sale deeds by sávkárs in order to avoid the consequences of the application of the Deccan Agriculturists' Relief Act. The sections of the Transfer of Property Act, making compulsory the registration of documents affecting immoveable property of a less value than Rs. 100, have not yet been applied to Sind. Bombay.

JOINT STOCK COMPANIES.

The report on Joint Stock Companies registered in India under the Indian Companies Act, VI. of 1882, for 1905–06, the latest year for which statistics are available, shows that the number of new companies registered was 268, with a nominal capital of £5,186,000 and a paid-up capital of £387,900; while 90 companies, with a paid-up capital of £524,700, ceased to work. JOINT STOCK COMPANIES.

Registration.

On the other hand, the paid-up capital of 463 companies was increased by an aggregate amount of £1,158,000, while 82 companies reduced their paid-up capital by £117,000. The net result was that at the end of the year there were in operation 1,728 companies, with a paid-up capital of £27,890,000. There has been an increase of 36·8 per cent. in the paid-up capital in the last 10 years. The companies are most important in the provinces of Bengal and Bombay, which possess 40·5 and 37·7 per cent. respectively of all the paid-up capital; in Madras the number of companies (528) was larger than in either of the two former provinces, but the paid-up capital constituted only about 8·5 per cent. of the whole. The Bengal companies are, taking the figures as they stand, the richest, the average of paid-up capital for the 387 companies in that presidency being £29,200; while for the 390 companies of Bombay it is £27,000, and for the 528 of Madras £4,500. The distribution of paid-up capital among registered companies for different classes of industry was as follows:—

	Paid-up Capital. £		Paid-up Capital. £
Banking and insurance -	3,002,400	Mills and presses - -	13,570,100
Trading and shipping -	5,702,700	Tea and planting - -	2,354,200
Mining and quarrying -	1,977,300	Other industries - -	1,283,500

The group of companies with the largest aggregate subscribed capital, £13,570,100, constituting nearly half of the total paid-up capital, were for weaving and spinning or for pressing cotton, jute, wool, and silk; and nearly 55 per cent. of the capital of such undertakings belonged to the Bombay Presidency. The capital stated above represents in all cases share capital only; the total value of the debentures issued amounted to £3,846,700.

It is now possible for the first time to give statistics of companies which are registered elsewhere, but which carry on work with sterling capital exclusively, or almost exclusively, in India. The total number of such companies is 165, and the paid-up capital amounts to £68,970,294, besides £27,721,223 debentures. The railways represent £43,524,597 paid-up capital and £24,694,100 debentures; the tea industry £12,183,399 and £1,240,550 debentures. Of the rest the sterling share capital invested in jute mills is £2,403,894, in cotton mills £831,492, in rice mills £934,585, and in mining and quarrying £4,796,211. The gold fields in Southern India are mostly worked by companies formed in London, the paid-up capital being £2,353,451. Thus, while the railway, gold, and tea industries are mainly financed from abroad, the great bulk of the mill and press industries are registered in India.

Patents and Designs.

Patents.

The laws for granting exclusive privileges to inventors and for protecting patterns and designs were amended and consolidated by the passing of the Inventions and Designs Act, V. of 1888.

The total number of applications filed under the Act in 1906 was 620, or 34 more than in the preceding year. Of these, 44 were refused or abandoned, and 84 were undecided at the end of the year. Sixty-five only of the applications were made by natives of India, 144 by Europeans and others resident in India, and 411 came from outside India, of which 194 were from the United Kingdom. The categories under which most of the inventions are classed, so far as the subjects are enumerated, are bicycles, the manufacture of tea, railway materials, electric contrivances, chemical appliances and preparations, and spinning or weaving machines.

CHAPTER V.

FINANCE.

FORM OF ACCOUNTS.

The accounts of the Government of India show the transactions in India in rupees: the totals of these transactions are then converted into pounds, at the rate of Rs. 15 = £1: the sterling transactions in England are next stated: and the last two sets of figures are added together, so as to show in pounds the combined transactions in India and in England. The comparatively small sums which have to be brought to account owing to the facts that the remittances to defray the net expenditure in England are not effected at exactly sixteenpence to the rupee, and that the Government is under obligations to carry out certain transactions with railway companies at fixed rates differing from the rate of sixteenpence to the rupee, are included in a single line under the head of Exchange.

GROSS REVENUE AND EXPENDITURE.

The gross revenue and expenditure of British India in 1905-06 and 1906-07 were as follows:— Gross Revenue and Expenditure.

	1905-06.	1906-07.
	£	£
Revenue - - - -	73,327,957	75,577,812
Expenditure - - - -	71,236,103	73,988,472
Surplus - - £	2,091,854	1,589,340

In these figures all receipts are included in the total of revenue and all outlay in the total of expenditure, with the one exception that the working expenses of railways are treated not as expenditure but as a deduction from Revenue. The financial position of the Government can, however, be much better appreciated by reference to the following table of net revenue and expenditure, in which the interest charges as well as the working expenses of the Railways, the interest charges and working expenses of Irrigation Works, the cost of the cultivation and manufacture of Opium, and the charges against other revenue-earning departments are treated as deductions from revenue, and the receipts of spending departments are treated as deductions from expenditure.

FINANCE.

Net Revenue and Expenditure.

NET REVENUE.*

——	1905–06.		1906–07.		Increase (+) or *Decrease* (−).	
	£	£	£	£	£	£
Land Revenue, &c.:						
Land Revenue	18,129,572		19,104,638		+ 975,066	
Forest	1,775,124		1,763,627		− *11,497*	
Tributes from Native States	396,867		401,633		+ 4,766	
		20,301,563		21,269,898		+ 968,335
Opium: Net Receipts	—	3,572,944	—	3,743,773	—	+ 170,829
Taxation:						
Salt	4,109,939		4,095,172		− *14,767*	
Stamps	3,876,326		3,985,706		+ 109,380	
Excise	5,631,395		5,845,799		+ 214,404	
Provincial Rates	2,792,257		2,275,411		− *516,846*	
Customs	4,258,366		4,232,499		− *25,867*	
Assessed Taxes	1,314,678		1,416,327		+ 101,649	
Registration	361,135		378,891		+ 17,756	
		22,344,096		22,229,805		− *114,291*
Commercial Undertakings:						
Post Office	75,541		148,213		+ 72,672	
Telegraph	− *166,635*		− *173,199*		− *6,564*	
Railways	2,001,966		2,313,541		+ 311,575	
Irrigation	126,231		769,555		+ 643,324	
		2,037,103		3,058,110		+1,021,007
Mint	—	201,104	—	252,600	—	+ 51,496
Exchange	—	82,870	—	190,022	—	+ 107,152
Total Net Revenue £	—	48,539,680	—	50,744,208	—	+2,204,528

NET EXPENDITURE.*

——	1905–06.		1906–07.		Increase (+) or *Decrease* (−).	
	£	£	£	£	£	£
Debt Services (excluding amounts charged under Railway Revenue Account and Irrigation).	—	464,949	—	932,291	—	+ 467,342
Military Services:						
Army	18,077,434		18,440,276		+ 362,842	
Marine	377,094		482,334		+ 105,240	
Military Works and Special Defence Works.	1,191,905		1,214,874		+ 22,969	
		19,646,433		20,137,484		+ 491,051
Collection of Revenue	—	5,470,083	—	5,635,479	—	+ 165,396
Civil Services:						
Civil Departments	11,330,796		12,316,527		+ 985,731	
Miscellaneous Civil Charges	3,636,580		3,593,594		− *42,986*	
Civil Works (including Railways charged to Provincial or Local Revenues).	4,874,991		5,024,697		+ 149,706	
		19,842,367		20,934,818		+1,092,451
Famine Relief and Insurance	—	1,000,000	—	1,000,000	—	—
Provincial Adjustments:						
1. Charge against Revenue of the year arising from increase of Provincial Balances.	—	23,994	—	514,796	—	+ 490,802
2. Diminution of the Charge against Revenue of the year, owing to Expenditure being met from Provincial Balances.	—	—	—	—	—	—
Total Net Expenditure charged against Revenue.	—	46,447,826	—	49,154,868	—	+2,707,042
Surplus	—	2,091,854	—	1,589,340	—	− *502,514*

* It has recently been decided to exclude the "Local" Revenue and Expenditure from the Estimates and Accounts. Effect is given to this decision for the first time in the Financial Statement of the Government of India, and in the Return of Net Income and Expenditure of British India for the eleven years from 1896–97–1906–07, which will be published as Parliamentary Papers. The net figures in the above table, however, include the "Local" Revenue and Expenditure, and therefore differ from those exhibited in the Return of Net Income and Expenditure mentioned above.

Thus there was in 1906–07, as compared with the previous year, an increase in the net revenue of £2,204,528, and an increase in the net expenditure of £2,707,042.

FINANCE. Net Revenue and Expenditure.

Detailed explanations of the figures of revenue and expenditure are annually laid before Parliament in the Financial Statement of the Government of India and in the Explanatory Memorandum by the Secretary of State. It will be sufficient here to refer only to the most important increases and decreases in 1906–07 :—

Net Revenue.

Increases.—The largest increase is that under Land Revenue, viz. : £975,066. Agricultural prospects were not good at the beginning of the year but except in a few eastern districts harvests were good all over India. The improvement was greatest in Bombay (£423,239), the United Provinces (£184,616), the Punjab (£180,543) and Madras (£130,433). In Burma, mainly in consequence of floods in some districts, the expansion of the revenue (£17,360) was not so rapid as was expected.

Under Irrigation there was an improvement of £643,324, the net revenue for the year being the highest on record. The net receipts in the United Provinces were higher by £250,912 and in the Punjab by £226,916.

The increase in the net receipts from Railways amounted to £311,575. Of this improvement £123,762 occurred in connection with the Bombay, Baroda, and Central India Railway, being mainly attributable to the increased share in the profits of the line enjoyed by the Secretary of State in consequence of his purchase of the line on the 31st December 1905. The remaining increase was the net result of a simultaneous expansion of the gross receipts and working expenses of the State Railways. As compared with 1905–06 the following are the chief variations in the net traffic receipts from State Railways :—*Increases*—North-Western State Railway £216,200, Eastern Bengal State Railway £95,442, Indian Midland Railway £80,667. *Decreases* —Great Indian Peninsula, £161,148 (due to unfavourable agricultural conditions in Western India), East Indian Railway £147,298, Rajputana–Malwa Railway £73,594.

Under Excise there was a net increase of £214,404. The Revenue under this head has been steadily expanding since 1897–98, when the net receipts were only £3,609,400. In the year under review the increase was greatest in Madras (£93,386), in the Central Provinces (£75,744), in Bengal and Eastern Bengal and Assam, where the increase for the two provinces taken together amounted to £67,023, and in Bombay (£43,741). There was a decline of £52,017 in the United Provinces and of £42,325 in Burma.

The net revenue under Opium showed an improvement of £170,829. 52,800 chests of Bengal Opium were sold for export at an average price of Rs. 1,391 per chest in 1906–07 as against 49,200 chests at an average price of Rs. 1,434 per chest in the previous year. There was a slight falling off in the exports of Malwa Opium.

There was an increase of £109,380 under Stamps. This improvement was shared by all the Provinces except Bombay and the Central Provinces. About two-thirds of the revenue is derived from Court fee stamps, and the remainder from commercial and other stamps.

The remaining increases of revenue were as follows, viz. :—Exchange £107,152, Assessed Taxes (mainly Income Tax) £101,649, Post Office £72,672, Mint £51,496, Registration £17,756, and Tributes from Native States £4,766.

Decreases.—The largest decrease is under Provincial rates, viz. :—£516,846. Village Service Cesses amounting to £547,900 a year were abolished in April 1906, and the reduction in 1906–07 is due to this cause.

There was a small diminution in the receipts from Customs amounting to £25,867, the most important variations occurring in the receipts from spirits, rice (Export duty), cotton manufactures, and silver. The duty on imported spirits and liqueurs was raised from Rs. 6 to Rs. 7 per proof gallon with effect from 26th February 1906. The announcement of this measure led to large imports and withdrawals from bond towards the end of 1905–06 for the purpose of obtaining the benefit of the old tariff ; and in 1906–07 there was a marked falling off in the imports.

In March 1905 the Salt duty was reduced from 2 rupees to 1½ rupees per maund (82⅔ lbs.). In March 1907 a further reduction to 1 rupee per

FINANCE. maund was made, at an estimated cost of over £1,250,000 of net revenue annually. The rate is now uniform throughout India and Burma. Consumers of salt have, as was hoped, benefited by the reduction of duty.

There were also decreases of net revenue under Forest amounting to £11,497 and under Telegraph amounting to £6,564.

Net Expenditure.

Increases.—The increase in the Expenditure on Civil Departments in 1906–07 amounted to £985,731. The chief increases occurred under Police (£339,160), Law and Justice (£186,116), Education (£169,441), and Political (£116,594). In April 1906 the permanent annual grants to the Provincial Governments of £333,000 a year for Police Reform, £233,000 for Education and £133,000 for the development of agricultural research and instruction were increased to £500,000, £266,700 and £160,000 a year, respectively. It was not possible to utilise these grants fully within the year, or the increase of expenditure under these heads would have been larger.

In 1905–06 the portion of the revenue which accrued to the Provincial Governments exceeded the expenditure chargeable to them by £23,994. This sum under the existing system of decentralised finance was added to their balances and charged against the revenue of the year. In 1906–07 the provincial surpluses amounted to £514,796, the charge against the revenue of the year due to the provincial adjustments being thus greater by £490,802.

The expenditure shown as attributable to the Service of Debt rose by £467,342. The total debt is classified in the Accounts as—(1) Public Works Debt and (2) Ordinary Debt. The amount entered as belonging to the former category is the equivalent of the total capital expenditure by the State on Public Works, and the interest on this sum is charged to the Railways and Irrigation Works; the Ordinary Debt consists of the remainder of the debt. In any year in which, owing to the use of surplus revenue or deposits for the construction of Public Works, the capital expenditure of the year exceeds the amount of debt incurred in the year, the effect of this system of classification is to cause a decrease to be shown in the amount of the Ordinary Debt and of the interest thereon. Under this system the net interest payments other than those chargeable to Railways and Irrigation would have shown a diminution of about £80,000 in 1906–07. But certain changes in assessing the rate of interest charged on the capital invested in Railways and Irrigation were introduced with effect from 1906–07, and the increase above mentioned is the effect of these changes.

There was an increase of £491,051 in the net charges for Military services, of which £362,842 was under the head of Army, and was due to further expenditure on measures for improving the efficiency of the Army. The expenditure on Army Stores in England was £1,573,031, as against £714,080 in 1905–06. This increase was due to the fact that certain supplies of artillery and stores which were being procured in England and were to have been received in 1905–06 were not delivered until the following year. The increase of expenditure under the Marine head amounted to £105,240, and was attributable to the purchase of miscellaneous stores in England.

Under Collection of Revenue there was an increase of £165,396, of which £69,715 was due to heavier charges for collecting the Land Revenue. This increase is due mainly to changes in provincial and village establishments and variations in connection with survey and settlement operations. An increase of £58,103 under Stamps is due to the introduction of a unified Postal and Revenue Stamp; the cost of all stamps is now included under the head "Stamps," whereas formerly the cost of Postal and Telegraph Stamps was charged to "Post Office" and "Telegraph."

The increase of £149,706 under Civil Works is partly due to a further grant of £38,000 a year made by the Government of India in April 1906 to district and local boards in aid of their expenditure on roads, buildings, hospitals, schools, water supply, sanitation, &c., and partly to the application of a portion of the permanent grants made to Provincial Governments for expenditure on police reform, education, and agricultural development and research (*see* above under "Civil Departments"), to the construction of buildings. The money so spent goes to increase the charges under the head of Civil Works.

Decrease.—There was a decrease under Miscellaneous Civil Charges amounting to £42,986.

The tables in the Appendix (page 195) show the net revenue and expenditure in India of the several Provinces under the chief heads for the years 1905–06 and 1906–07, and the net payments in England.

The following summary shows the surpluses or deficits in the various Provinces and the net expenditure by the Government of India and the Secretary of State :—

Provinces, &c.	1905-06.		1906-07.	
	Surplus.	Deficit.	Surplus.	Deficit.
	£	£	£	£
Bengal	7,335,155	—	6,910,248	—
Eastern Bengal and Assam	700,998	—	1,242,614	—
United Provinces	3,194,773	—	2,935,337	—
Punjab	1,419,015	—	1,557,719	—
Burma	2,293,841	—	1,854,848	—
Central Provinces and Berar	447,219	—	510,133	—
Madras	4,791,703	—	4,707,861	—
Bombay	4,616,671	—	4,969,802	—
North-West Frontier Province	—	*—314,295*	—	*—238,286*
India, General	—	*—4,726,993*	—	*—4,526,993*
England	—	*—17,666,233*	—	*—18,333,943*
Net result	Surplus £2,091,854		Surplus £1,589,340	

CAPITAL OUTLAY ON PUBLIC WORKS.

Capital outlay on public works.

The total capital outlay on railways and irrigation works, during the two years, was as follows :—

	1905–06.	1906-07.
	£	£
Amount supplied by State borrowing or from the Cash Balances, without being charged against the Revenue of the year :—		
State Railways	7,922,204	7,915,041
Irrigation Works	556,194	797,627
Amount met by Debenture Stock issued by the East Indian and South Indian Railway Companies.	1,487,995	—
Amount defrayed from Revenue :		
Provincial Railways	7,195	3,236
Preliminary railway expenditure not originally charged to construction.	9,687	—
Protective Railways	55,278	3,442
Protective Irrigation Works	296,573	356,460
Other Irrigation Works*	16,305	14,222
Total Direct Outlay by the State	10,351,431	9,090,028
Outlay by companies guaranteed or subsidised by Government	*—315,744*	1,809,714
Outlay by Local Boards	26,698	62,648
Total Capital Outlay on Railways and Irrigation £	10,062,385	10,962,390

* Excluding capital outlay on the minor works, against which interest is not charged in the accounts.

FINANCE.

Debt.

DEBT.

The following table shows the alteration in the amount of the debt that took place in 1906–07, the amount of the rupee debt in India being expressed in pounds at the rate of Rs. 15 = £1 :—

	Amount of Debt on 31st March 1906.	Amount of Debt on 31st March 1907.	Increase.	Decrease.
	£	£	£	£
In India (permanent) - -	84,054,041	86,970,043	2,916,002	—
„ (temporary) - -	—	—	—	—
In England (permanent) - -	146,457,439	147,518,634	1,061,195	—
„ (temporary) - -	—	—	—	—
Total - £	230,511,480	234,488,677	3,977,197	—

In 1906–07 a loan of 4½ crores of rupees (£3,000,000) was issued in India at an average price of 97·3 per cent. In England, £2,000,000 three per cent. stock was offered for tender at a minimum price of £94 10*s.* per cent. The average price obtained was £94 16*s.* 5*d.* per cent. Of the proceeds of this loan £749,900 was used for the discharge of debentures of the Bombay, Baroda, and Central India Railway Company, and the remainder for advances to railway companies.

Other obligations.

OTHER OBLIGATIONS OF THE GOVERNMENT OF INDIA.

Particulars regarding the obligations of the Government of India other than the permanent or temporary debt, and of loans by the Government of India and the Provincial Governments, are given in the following tables :—

OBLIGATIONS.

	Amount outstanding 31st March 1906.	Amount incurred 1906-07.	Amount discharged, 1906-07.	Amount outstanding 31st March 1907.	Increase 1906-07.	Decrease 1906-07.
	£	£	£	£	£	£
Savings Bank Deposits	11,222,784	4,440,380	3,713,993	11,949,171	726,387	—
Deposits of Service Funds.	1,199,243	98,507	87,364	1,210,386	11,143	—
Excluded Local Funds	300,090	785,601	796,270	289,421	—	10,669
Railway Funds - -	55,765	24,743	17,508	63,000	7,235	—
Deposits of Sinking Funds.	112,786	11,119	—	123,905	11,119	—
Special Loans -	1,125,708	—	213	1,125,495	—	213
Treasury Notes -	29,861	—	—	29,861	—	—
Departmental and Judicial Deposits.	4,222,969	21,990,348	21,608,615	4,604,702	381,733	—
Total - £	18,269,206	27,350,698	26,223,963	19,395,941	1,126,735	—

LOANS BY THE GOVERNMENT OF INDIA AND THE PROVINCIAL GOVERNMENTS.

—	Amount outstanding 31st March 1906.	Amount advanced 1906–07.	Amount repaid 1906–07.	Amount outstanding 31st March 1907.	Increase 1906–07.	Decrease 1906–07.
	£	£	£	£	£	£
Loans by the Government of India to Port Trusts, Municipalities, Native States, &c.	7,721,101	340,755	336,504	7,725,352	4,251	—
Loans by the Provincial Governments.	3,524,257	1,192,084	610,653	4,105,688	581,431	—
Total - -	11,245,358	1,532,839	947,157	11,831,040	585,682	—

CASH BALANCES.

Cash balances.

The following statement shows the amount of the cash balances, and the extent to which they were increased or reduced by the transactions of the year :—

—	On 1st April			Increase or Decrease.	
	1905.	1906.	1907.	In 1905–06.	In 1906–07.
	£	£	£	£	£
In India -	10,749,770	11,781,457	10,328,237	+1,031,687	*—1,453,220*
In England - -	10,262,581	8,436,519	5,606,812	*—1,826,062*	—2,829,707
Total - £	21,012,351	20,217,976	15,935,049	*— 794,375*	*—4,282,927*

COINAGE.

Coinage.

The value of the coinage at the Indian Mints was—

—	1905–06.	1906–07.
	£	£
Silver - - - -	13,334,297	17,390,494
Bronze - - - -	—	124,420
Copper - - - -	144,659	55,652
Total - - £	13,478,956	17,570,566

The silver coinage in 1906–07 consisted of 253,703,283 rupees, 3,436,113 half rupees, 10,671,938 quarter rupees, and 22,144,650 one-eighth rupees. A portion of the heavy rupee coinage of the year was required in connection with the formation of the Silver branch of the Gold Standard Reserve, which it was decided to establish during the year. This Silver Reserve consists for the present of 600 lakhs of coined rupees of which 200 lakhs is held at the Calcutta Mint. The building up of this reserve was commenced from the beginning of the year, and was completed shortly before its close.

The gradual replacement of the copper coinage, consisting of pice, half pice, and pie pieces, by a coinage of bronze pieces of the same denominations, was begun in 1906–07.

FINANCE.

The receipts and expenditure of the Indian Mints were as follows :—

—	1905–06.	1906–07.
	£	£
Receipts - - - -	321,183	419,498
Expenditure - - - -	120,079	166,898
Net Receipts - £	201,104	252,600

The profit on rupee coinage is transferred to the Gold Standard Reserve as it accrues and does not appear in the figures given above. There was a net profit of £3,677,880 on the coinage of rupees in 1905–06, and of £4,014,426 in 1906–07. The Mints are credited with a seigniorage of 2 per cent. on fresh issues of rupees to cover the cost of coinage. This is included in the Mint receipts of the year.

On the 31st March 1907 the Gold Standard Reserve consisted of Consols and other stock and securities of the nominal value of £13,313,297, £4,000,000 in coined rupees, £21,725 in gold held in India, and a sum of £301,305 held in India in the Treasury balances.

Paper currency.

PAPER CURRENCY.

On the 31st of March 1907 the value of notes in circulation was £31,301,000, being greater by £1,530,000 than on the corresponding date in 1906. The paper currency reserve was, in gold £10,689,000, in silver coin £9,146,000, in silver bullion £3,476,000, and £6,667,000 invested in securities of the Government of India and £1,333,000 in sterling securities.

Rate of exchange.

RATE OF EXCHANGE.

In 1905–06 the Secretary of State for India in Council sold Bills and Telegraphic Transfers on the Treasuries in India for Rs. 47,22,43,256, and received for them £31,566,973 ; the average rate was thus 1*s.* 4·0427352*d* per rupee. In 1906–07 the sales of Bills and Telegraphic Transfers amounted to Rs. 49,88,74,935 ; the sterling received was £33,432,196, and the average rate was 1*s.* 4·0836444*d.* per rupee.

CHAPTER VI.

SURVEYS.

Survey of India Department.

Survey of India.

The work of the Survey of India Department falls under various heads, namely, the trigonometrical survey, topographical surveys, forest and cadastral surveys, special surveys and explorations, and map production. The latest available information on most of these matters relates to the year ending 30th September 1906. The separate Forest Survey Branch has now been abolished, and in future forest surveys will be carried out by the topographical parties as part of their ordinary work. Cadastral survey in Madras and Bombay is already undertaken by a local department, and in the other Provinces, with the exception of Burma, cadastral work is carried out by the Settlement Department. The question of definitely relieving the Survey Department of all responsibility for this work is now under consideration.

At the end of the year 1904 a Committee was appointed by the Government of India to consider, in consultation with experts from England, the question of the state of the topographical surveys and other cognate matters. Their report opens with an historical account of the Survey of India and of its cost, an explanation of survey methods, an account of the present organisation of the Department, and of cadastral, forest, and miscellaneous surveys; it then proceeds to deal with the revision of the topographical maps of India, the organisation required, the methods and style of their publication, and various other matters. A mass of evidence was taken and the existing maps of practically the whole of India were examined in Calcutta, with the result that it was found that while these maps were undoubtedly good at the time they were made, and their accuracy as far as they went was unquestionable, they were published in an inconvenient size, and were not up to modern standards in quality of reproduction; that they had not been prepared on any one uniform system, nor were they necessarily complete to margin; that the symbols used on them were not uniform, that they were deficient in heights and levels; and that in many parts of India were so obsolete as to be of little use, and even misleading, on account of the changes effected in roads, etc., since they were prepared. The Committee recommended the preparation of a series of maps of half the present sheet size on the scale of one inch to the mile, to cover the whole of India, and their reproduction in colours. They advised that the surveys should be drawn, in the first instance, on the scale of 2 inches to the mile, and reduced to the 1-inch scale for publication. The Government of India still have under consideration a scheme for effecting changes in the light of the Committee's recommendations, and for ensuring that the principal duty of the Survey of India shall be the provision and maintenance of up-to-date topographical maps.

During 1905–06 the field operations were carried on by 22 survey parties and four detachments. Of these, one party was employed on triangulation; nine parties on topographical surveys; four on forest surveys; three parties with one detachment on cadastral surveys; one party on both cadastral and topographical surveys; four parties on scientific operations; and three detachments on cantonment surveys.

Trigonometrical.

The programme of the triangulation party was to prolong the isolated Kalát Series eastwards and to connect it with the Great Indus Series. The work was successfully accomplished, and this important series of triangulation

Surveys. now stretches from the Indus, through Northern Baluchistan, as far west as longitude 64° 30′. It will eventually reach Koh-i-Malik Siah, the trijunction point of Baluchistan, Afghanistan, and Persia.

Topographical. The total area of detail topographical and forest surveys during the year was 23,312 square miles. 9,248 square miles were covered in Burma, where a five years' programme of topographical survey was arranged in 1905, embracing a large area of the more important tracts of country. Topographical operations were also carried on in the Punjab and the North West Frontier Province, in the Central Provinces and Berar, and in Bengal and Eastern Bengal. Sixty-nine thousand square miles of gazetted forests throughout India have now been surveyed on various scales for forest purposes.

Special operations. Rigorous astronomical observations for azimuth have been regularly taken in past years at intervals of 40 or 50 miles along all series of the Principal Triangulation. A Professional Volume containing an account of the latitude observations taken in India and of the deduced deflections of the plumb-line has now been compiled for publication. Further pendulum operations were undertaken at stations lying between Simla and Quetta.

Systematic vertical observations of Himalayan peaks from stations near Dehra Dun were commenced. An account of the geodetic and other scientific work of the Department is to be found in the Annual Report of the Board of Scientific Advice for India.

Tidal and levelling operations. The recording of tidal curves by self-registering tide gauges, their reduction, and the publication of tide tables, were continued during the year at nine stations. The programme of levels along the Indus in Sind was completed. A line of levels was commenced that will connect Lahore with Rawalpindi and complete the Punjab levelling circuit.

Magnetic. Four detachments of the Magnetic Survey party continued and extended the work of the Magnetic Survey over different portions of the country. Very abnormal values of terrestrial magnetism have been found to exist in eight or nine different places in India, and more detailed surveys will be required.

Other Surveys.

Marine surveys. The marine survey vessel "Investigator" was employed in surveys in the Persian Gulf and neighbourhood, and was also used in connection with the scientific investigations of the Pearl Fisheries near Mergui and Tavoy. A programme of work for the five years 1907–08 to 1911–12 has been sanctioned, according to which the "Investigator" will be employed on the coast of Burma and the "Palinurus" on the west coast of India from Chaul Beacon to Cochin.

Geological. The first object of the Geological Survey Department is the preparation of the geological map of India, and this work was in progress during the year 1906 by surveys in Baluchistan, the Northern Shan States of Upper Burma, Central India, and the Central Provinces. Various economic questions, which are becoming an increasingly important part of the Department's work, were also dealt with, in connection, for example, with building stone and road metal in the neighbourhood of Rangoon, coal in Assam, copper in Chota Nagpur, and bauxite. In July 1906 a special post of chemist was created. A complete memoir on the disastrous earthquake which occurred in the Kangra district of the Punjab on the 4th April 1905 will soon be ready for publication. Investigations were undertaken concerning the conditions regulating the secular increase or decrease of Himalayan glaciers, and the determination of the quantity of silt carried down by the Indus.

Botanical. Various plant collections were made by or on behalf of the Botanical Survey of India in many parts of India. The study of economic problems forms no part of the work of the Botanical Survey as such, but a good amount of work of this character was done by the officers of the Survey in

their capacities as Economic Botanists to the local Governments. Work on the improvement of Indian wheat has been begun. Sugar-cane diseases were under study, and a scheme was drawn up for inquiry into the sugar-cane industry. Experimental cultivation of cotton was continued. Surveys.

The year 1905–06 was one of exceptional activity in the Archæological Department. The earthquake which overwhelmed Dharmsala did great damage among the monuments of Northern India, and the precarious condition in which some of them were left made it necessary to take measures at once to avert further ruin and danger. Altogether the expenditure on conservation was about £33,300, of which £20,000 was spent in the Northern Circle, mainly on the preservation of the Mughal monuments at Agra, Ajmir, Delhi and Lahore. Among the multitude of monuments in other parts of British India, that were the subject of special repair, the most prominent were the following:—In the Bombay Presidency, the Gol Gumbaz and Ibrahim Rauza, at Bijapur; in Madras, the remains at Hampi and Mahabali-puram, and the forts at Gooty, Sankaridrug and Gurramkonda; in Bengal, the Black Pagoda at Konarak, and the Sona Masjid at Firozpur; in the Central Provinces, the Hindu temples at Janjgir and Mandhata; and in Burma, the Kyaukku Onhmin and Nagayon Pagodas at Pagan and the spire of the palace at Mandalay. Excavations were carried out in various places, amongst which may be mentioned those on the Buddhist site at Kasia in the United Provinces About 1,200 inscriptions were copied during the year, of which 605 were in Southern India. Lists of buildings to be maintained at the public cost, and of those thought worthy of preservation, were being compiled. Archæological.

Meteorological Department.

The area under observation by the Meteorological Department embraces not only India but the whole of the Arabian Sea and Indian Ocean, down to Zanzibar and the Seychelles, and the area northwards up to Resht and Kashgar. The observation stations were 265 in number at the close of the year 1906–07, ranging from the well-equipped observatories at Kodaikanal, Madras, Bombay, Alipore (Calcutta), Allahabad and Lahore, to small stations at which observations of temperature and rainfall only are recorded. The Department inspects their working and collects the results; it also studies the meteorology of the Indian Ocean by means of the logs of vessels arriving in Indian and other ports, and conducts seismographic observations. Experimental work for determining the conditions of the upper air by means of kites and small free balloons was continued during the year, and a memoir by Mr. J. H. Field, Imperial Meteorologist, was published, giving an account of the preparations which have been made. Other points investigated are rainfall, snowfall, barometric and thermometric readings, cloud movements, storms and atmospheric electricity. Daily charts and weekly and monthly weather reviews, as well as seasonal forecasts and storm warnings, are issued. In the course of the year a Climatological Atlas of India, prepared by the late Sir John Eliot, K.C.I.E., recently head of the Department, was published by Messrs. Bartholomew, of Edinburgh, and a Meteorological Atlas of the Indian Seas and the North Indian Ocean was prepared for publication by Mr. W. L. Dallas. Meteorological Department.

Warnings of approaching storms are sent to ports on the Bay of Bengal from Calcutta, and to ports on the Arabian Sea coast from Simla. The revised system of storm signals introduced in 1898 provides for fuller signals being sent to the larger ports, the port authorities deciding in each case whether they will have the full or the less complete signals. The system of flood warnings to canal, civil, and railway officers, to military officers, and to private firms, continued to be useful; 990 such warnings were issued by the Meteorological Department during the year. The warnings are generally stated by the recipients to have been, with few exceptions, timely and satisfactory. A beginning has been made with a systematic attempt to obtain more detailed information as to when warnings are required and what form they should take.

SURVEYS. Rainfall.

The average rainfall of past years and the actual rainfall of the three years 1904 to 1906, in the regions into which India has been divided, were as follows :—

Meteorological Division.	Average Rainfall of Past Years.	Actual Rainfall.			Variation of 1906 Rainfall from the Average.
		1904.	1905.	1906.	
	Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*
Western Himalayas	57·23	55·10	49·49	63·20	+ 5·97
Punjab Plains	21·28	17·02	15·75	23·67	+ 2·39
United Provinces	39·16	39·32	28·32	39·95	+ 0·79
Rajputana	23·11	19·66	8·49	20·11	− 3·00
Central India States	43·39	39·64	29·60	45·01	+ 1·62
Behar	45·20	50·90	54·70	45·21	+ 0·01
Western Bengal and Chota Nagpur	53·70	60·93	54·91	52·29	− 1·41
Lower Bengal	65·73	59·08	81·31	64·78	− 0·95
Eastern Himalayas	124·14	114·43	145·43	127·77	+ 3·63
Assam and Eastern Bengal	95·10	101·43	107·50	106·92	+ 11·82
Orissa and Northern Circars	51·84	50·85	46·98	51·74	− 0·10
Central Provinces, South	52·46	41·10	48·02	55·03	+ 2·57
Berar and Khandesh	34·94	26·83	24·92	37·88	+ 2·94
Gujarat	32·80	14·08	26·30	33·60	+ 0·80
Sind and Cutch	9·04	3·47	4·36	9·93	+ 0·89
North Deccan	30·78	22·72	19·60	28·74	− 2·04
Konkan and Ghâts	134·46	113·23	85·26	109·75	− 24·71
Malabar and Ghâts	114·93	120·73	108·66	101·22	− 13·71
Hyderabad	33·14	25·78	27·06	34·16	+ 1·02
Ceded Districts and Mysore	29·16	23·37	23·90	33·61	+ 4·45
Carnatic	36·77	25·80	33·59	43·96	+ 7·19
Nilgiris	46·60	33·67	66·94	61·79	+ 15·19
Arakan	154·05	154·94	176·63	148·40	− 5·65
Pegu	78·02	85·99	83·92	67·24	− 10·78
Tenasserim	173·34	207·39	177·20	164·51	− 8·83
Upper Burma	38·16	43·00	39·85	38·31	+ 0·15
Bay Islands	113·82	105·15	94·98	98·51	− 15·31

Over the whole of India, excluding Burma, the rainfall of 1906 averaged about 43 inches, which was 1·16 inches, or about 3 per cent., above the normal.

CHAPTER VII.

LAND REVENUE, INCLUDING FISHERY RECEIPTS AND CAPITATION TAX; AND WARDS' ESTATES.

LAND REVENUE.

The subjoined table shows the receipts and disbursements on account of land revenue for each province, as entered in the Finance and Revenue Accounts for the financial year 1906–07.

DETAILS of LAND REVENUE and EXPENDITURE.

	India (General).	Bengal.	United Provinces.	Punjab.	North-West Frontier Province.	Burma.	Central Provinces, and Berar.	Eastern Bengal and Assam.	Madras.	Bombay.	TOTAL.
REVENUE.	£	£	£	£	£	£	£	£	£	£	£
Ordinary Land Revenue -	88,472	1,903,571	4,168,551	1,678,014	134,212	1,580,579	1,125,052	1,240,502	4,182,169	2,765,707	18,866,829
Assessment of alienated lands, less quit-rents.	—	5,263	—	14,344	319	—	—	609	—	608,411	628,946
Sale of Proprietary Right of Government in Land.	—	767	127	455	—	—	—	28	16	—	1,395
Recovery of Survey and Settlement Charges.	—	6,192	—	—	—	—	—	12,337	—	—	6,146
Sale of Waste Lands and Redemption of Land Revenue.	56	5,624	471	63,023	1,036	2,076	2,613	543	2,755	—	78,199
Capitation Tax, or House Tax levied in lieu.	458	16	—	—	—	643,279	—	15,108	—	—	663,861
Fisheries and other Receipts classed as Miscellaneous.	12,997	17,942	45,002	57,241	13,283	343,045	10,556	21,050	28,922	43,222	593,260
Total Gross Revenue -	101,983	1,926,991	4,214,153	1,813,077	148,850	2,573,979	1,138,220	1,290,178	4,213,862	3,417,341	20,838,634
Deduct portion credited to Public Works for irrigation.	—	—	104,143	153,917	3,361	3,013	—	—	567,374	175,173	1,006,981
Total credited to Land Revenue for 1906–07.	101,983	1,926,991	4,110,010	1,659,160	145,489	2,570,966	1,138,220	1,290,178	3,646,488	3,242,168	19,831,653
Total for 1905-06 -	89,365	2,211,515	3,926,014	1,478,934	125,676	2,552,303	1,134,914	1,006,034	3,521,141	2,816,273	18,862,169
EXPENDITURE.											
District Administration -	19,412	172,022	269,841	136,568	22,265	175,056	74,946	122,929	291,906	223,557	1,508,168
Survey and Settlement -	12,120	94,145	24,742	69,232	13,066	56,482	17,401	49,596	64,136	5,886	406,806
Land Records - -	8,949	5,641	246,761	107,151	10,345	55,060	59,602	17,494	141,341	182,694	835,058
Charges directly connected with the collection of Land Revenue.	817	32,224	21,595	1,281	1,995	133,149	70,979	40,230	263,843	88,377	654,490
Total Charges in India.	41,298	304,032	562,939	314,233	47,669	419,748	222,929	230 250	761,225	500,515	3,404,836
Charges in England - - - - - - - - - - - - -											790
Total Charges, 1906–07 - - - - - - - - - - - - £											3,405,626

The provincial details, with the variations caused by the seasons, are discussed below, where the figures given are those for the agricultural year. But before proceeding to deal with the revenue collections it will be convenient to notice, in the first place, the progress of revenue settlement, survey and Land Records, and the salient facts regarding the rights and relations of landlords and tenants in the year under report. A short section

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is also inserted giving the Local Governments' summaries of the condition of the people during the year, as this has an important bearing on the question of the collection of their chief contribution to the revenues of the country.

Revenue Surveys and Settlements, Land Records, and Tenures.

Indian revenue settlements are broadly classified as follows. In the first place there are permanent settlements, by which the demand of the State has been fixed and made unalterable for ever; and, secondly, there are temporary settlements, under which the State demand is revised at recurring periods of greater or less duration. The permanently settled districts cover the greater part of Bengal, parts of the United Provinces and Madras, and a few other isolated tracts. The temporarily settled tracts fall into two broad divisions; Zamindari (in some provinces called Malguzari or Talukdari), where the landlord, or proprietary group, pays the land revenue to the State, whether the land is cultivated by the revenue payers themselves or by their rent-paying tenants; and Ryotwari, where the cultivator as a general rule pays direct to the State, though here too there are many sub-tenancies. In both these tracts the rates of land revenue are settled for periods varying between ten and thirty years, the latter figure prevailing in all the larger provinces with the exception of the Punjab and the Central Provinces, where settlements are usually made for twenty years. In the Zamindari areas, where estates range from hundreds to many thousands of acres, the amount of the periodical assessment is a share, generally rather less than one-half, of the ascertained or assessed rental enjoyed by the proprietors; in the Ryotwari tracts, where the estates are small and cultivated by peasant proprietors, rates of revenue are fixed at the periodical assessments for each field with reference to its productiveness, and are paid by the ryot on the area actually held for cultivation in each year; the incidence varies in different provinces from one-fifth to one twenty-fifth part of the gross value of the produce. The United Provinces, the Punjab, the Central Provinces, and Orissa mainly contain estates held by proprietary communities or large proprietors; while in Bombay, Burma, Assam and Berar, and in the greater part of Madras, the land is held and tilled by petty proprietors.

The appended table gives the acreage of the surveyed areas in which the various tenures prevailed during the year 1905–06. The figures are in thousands of acres:—

	Ryotwari (peasant proprietors).	Zamindari (larger proprietors) and Village Communities.		Total.
		Permanently settled.	Temporarily settled.	
Upper Burma	49,042	—	—	49,042
Lower Burma	54,963	—	—	54,963
Assam	26,000	3,910	1,433	31,343
Eastern Bengal	—	21,843	6,903	28,746
Bengal	—	60,141	15,110	75,251
United Provinces—Agra	—	6,160	46,438	52,598
„ „ Oudh	—	1,156	14,182	15,338
Punjab	—	—	62,220	62,220
North-West Frontier Province	—	—	8,357	8,357
Sind	30,054	—	—	30,054
Bombay	44,831	—	3,785	48,616
Central Provinces	1,649	—	40,713	42,362
Berar	11,333	—	—	11,333
Madras	60,167	30,518	—	90,685
Minor Provinces (Ajmere, Coorg, Manipur)	1,041	959	735	2,735

The Ryotwari area, therefore, embraces about 279 million acres, the Zamindari area under permanent settlement 124 millions and under temporary settlement 195 millions. In the permanently settled tracts of Bengal the land revenue falls at about 13 annas per acre of cultivated land, and represents on an average about one-fifth of the rental, or perhaps

one twenty-fourth of the gross value of the produce; in the permanently settled tracts of Eastern Bengal the incidence is about 11 annas per acre of cultivated land; and in those of the Agra province about Re. $1\frac{5}{8}$ per acre; in the similar tracts of Madras no corresponding figure is available, as the cultivated area is not distinguished in the returns. In the Zamindari area under temporary settlement the land revenue represents something less than one-half of the actual or estimated rental, and is probably about one tenth to one-twelfth of the gross value of the produce. The average incidence of the land revenue per acre of fully assessed cultivated land in the temporarily settled tracts, as given in the returns for 1905–06, is approximately Re. $1\frac{7}{8}$ in the United Provinces, rather over Re. 1 in the Punjab, Re. $1\frac{1}{8}$ in Berar, Rs. $2\frac{1}{2}$ in Lower Burma, Rs. 2 in Upper Burma, Rs. $2\frac{5}{8}$ in Sind, Re. $1\frac{3}{8}$ in Bombay, 9 annas in the Central Provinces, Rs. $2\frac{1}{3}$ in Madras, Re. $1\frac{1}{3}$ in Bengal and Re. $1\frac{3}{4}$ in Eastern Bengal. Rates of rent and revenue vary greatly according to the productive power of the land, according to the advantages of climate and rainfall or means of irrigation, and according to the facilities for carrying produce to markets or to the seaboard. In Sind and Madras the land revenue rates given above include the charge for irrigation supplied by the State; elsewhere payment for water, supplied by State canals or reservoirs for purposes of irrigation, is made over and above the land revenue, either according to the area irrigated or according to the quantity of water used. The State demand on any land is not enhanced in the Ryotwari provinces of Madras or Bombay on account of increased productiveness due to improvements made by the proprietors or occupiers themselves. In Northern India also such improvements are not taken into account in assessing the revenue until a period varying from 20 to 60 years has elapsed. Land Revenue.

The work of the Survey and Settlements Departments in Bengal during the year ending in September 1906 extended over portions of fourteen districts, and large areas were surveyed, in addition to the survey of the suburbs of Calcutta which was completed. The area for which a record of rights was completed during the year was 4,210 square miles, bringing the total area thus dealt with in the province as now constituted to 34,700 square miles. The experiment of placing the settlement staff in charge of cadastral survey and record writing in large district operations, referred to in the previous issue of this Report, proved financially successful. The settlement of fair rents on a large scale was confined, during the year, to the districts of Purnea and Bhagalpur. In the former the enhancement (1·09 per cent.) was trifling; in the latter it was considerable (16·79 per cent.) as the result of special circumstances affecting one large estate. Bengal.

As regards the method of maintenance of the record-of-rights, on which there has been much discussion, it has been decided that in the temporarily settled districts of Orissa the records shall be kept up continuously, and a scheme for the purpose was prepared. The revision of the records was commenced in the district of Balasore.

Throughout the major part of the province the relations between landlord and tenant are governed by the Bengal Tenancy Act. On the whole, the Act continued to work satisfactorily, but instances still occur in which influential zamindars have managed to realise illegally enhanced rents. The Bengal Tenancy Amendment Bill came into force early in 1907. The Act contains provisions designed to secure greater facilities to landlords for collection of rent, but at the same time it guards against enhancement of rent on collusive compromises. Other important provisions are intended to secure the reduction of rents where they appear to have been oppressive to cultivators, and to remove ambiguities, anomalies, and defects in the Act, which have been brought to light from time to time during the 20 years of its existence.

In the United Provinces settlement operations during the year 1905–06 were confined to the province of Agra. In Mainpuri, Etah and Jalaun the work was completed. For Etah and Jalaun the final reports were submitted, and the settlement sanctioned in each case for 30 years. United Provinces.

It is not yet possible to give a final opinion on the effects of the Tenancy Act. But the expedients devised with the purpose of restricting ejectments do not seem to have proved effective, and the continued excess of ejectment

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cases, carried out no longer, as under the old Act, by notice but by a regular suit, have resulted in laying a heavy burden of costs on the tenants and seriously increasing the work of the courts.

The Land Records Department was reorganised during the year and its efficiency should be materially increased. Good progress continues to be made in reducing to accuracy the records of rent in the Basti district, in which widespread concealment of rent has been reported in the past.

Punjab.

The settlement work in the Punjab during the year ending on the 30th September 1906 was of an uneventful character. Of the seven large settlements in progress, that of Jhang was completed, and the Rawalpindi settlement was drawing to a close. In the Department of Land Records the year was marked by two administrative changes of importance, the separation of the Department from that of Agriculture and the abolition of the Patwari cess. The latter change has afforded appreciable relief to the agricultural community. In lieu of the cess the Government of India sanctioned a compensatory recurring assignment from Imperial to Provincial revenues of £104,300 per annum.

An amendment of the Punjab Alienation of Land Act was passed during the year. Reports again indicate that the Act has been working well. The diversion of capital from money-lending to commerce must inevitably be a gradual process, but there were indications in Ferozepore that this process had begun. During the year under report, a portion of the province was, for the first time since the passing of the Act, exposed to famine conditions, and the Act seems to have stood the test; the contraction of credit was not of such a nature as unduly to embarrass the cultivator, though it seems to have led to an increase in the amount advanced by Government.

North-West Frontier Province.

On the 30th September 1906 settlement operations in the Frontier Province were approaching completion; excellent progress had been made in Bannu. In the Department of Land Records it is reported that the Patwari establishment showed improvement both in respect of its educational qualifications and of its recruitment from the agricultural classes. As regards the survey, it was decided that there should be five parties on the frontier to prepare new topographical maps for the settled districts and the adjoining trans-border tracts. The Punjab Land Alienation Act, which has been applied to certain districts, continued to be unpopular with the money-lenders, but the zamindars fully recognised the advantages it confers on them.

Burma.

In Burma revision surveys by special agency were carried out, during 1906-07, in five districts of Lower Burma, and other minor operations were in progress. As in the previous year three parties were engaged on regular original settlement work, one in Lower Burma and two in Upper Burma, and three on revision work. The revision settlement of parts of the Pyapôn district was completed, and resulted in a great increase of the revenue demand from 7·24 to 12·64 lakhs. The total area under supplementary survey amounted to 47,470 square miles, showing an increase over the previous year of 3,818 square miles. Of this increase 3,680 square miles were in the Shwebo District, in which a regular Land Records staff was at work, settlement operations having been completed. The area assessed by the Land Records Department rose by over 50,000 acres to 10,987,827 acres.

Central Provinces and Berar.

During the year ending 30th September 1906 the bulk of the Sambalpur District of the Central Provinces was transferred to Bengal. In the Land Records Department the principal measure, here as elsewhere, was the abolition of the Patwari cess and the consequent payment from general revenues of the Land Record Staff. The abolition of the cess has given some relief to the people, and the Patwaris generally welcomed a change which substitutes the certainty of a fixed income paid from the treasury for one which, being partly collected from tenants by the Patwaris themselves, was liable to considerable fluctuations and troublesome to realise. In the Settlement Department operations continued in the districts of Chanda, Mandla, Raipur and Bilaspur, and in those parts of the Sambalpur District which were not transferred to Bengal.

In ryotwari villages there was a large increase, from 761,000 to 835,000 acres, in the area occupied for cultivation. A good deal was done in the improvement of the village sites by the sinking of wells. Much

progress has been made in the development of a once backward and neglected ryotwari tract in Balaghat by means of colonisation by good cultivating castes, communications, irrigation, agricultural improvements and experimental cultivation, the establishment of village schools, and a good forest policy. LAND REVENUE.

In the transferred districts of Eastern Bengal and Assam the main survey and settlement work during the year ending 30th September 1906 lay in Bakarganj and Faridpur, in both of which districts the preparation of a complete survey and record-of-rights has been ordered. In the Assam districts of Kamrup and Sibsagar survey and settlement operations were wound up and the final reports submitted. It is now the settled policy of Government to prepare an initial record-of-rights, not only where land revenue is about to be revised, but throughout the entire permanently-settled area of the province. In other parts of India the record-of-rights is invariably associated with the demand of land revenue, and the policy of keeping the initial record up to date by a process of annual revision has been readily adopted as a natural concomitant of the revenue system. Although in this province 90 per cent. of the records will refer to tracts in which Government is precluded from revising the land revenue, it has been decided after much debate that all records of right prepared under the Bengal Tenancy Act, whether in permanently settled areas or not, must be kept up to date. Eastern Bengal and Assam.

Six survey parties were at work in Madras during the year 1906–07, in the districts of Ganjam, Kurnool, Cuddapah, Chingleput, Salem and Tinnevelly, but the department was again unable to work up to the estimate. Four settlement parties continued their operations throughout the year; there is nothing of special interest to remark regarding their work. The work of the Land Records Department consisted mainly in the preliminary task of rectifying the mistakes of the past. Madras.

The relations between landlords and tenants in the larger zamindaries were on the whole harmonious, and there was little resort to coercive processes for the recovery of rent. There was no appreciable increase in sub-letting, which is chiefly resorted to by the non-agricultural classes such as Brahmans and Vaisyas, absentee land owners, those engaged in professions other than agriculture, and large owners of landed property. The question of legislation regarding the relations of landlords and tenants was under consideration, the Madras Estates Land Bill, which had been introduced in the Legislative Council, being still under discussion.

In survey work in the Bombay Presidency the greatest activity during 1905–06 was in the northern and central divisions. Revision settlement rates were introduced into two talukas, and proposals for revised settlements were prepared. Revised rates were also introduced into several Government and alienated villages. Revised Irrigational Settlements were introduced in three talukas of Sind. The Land Records Staff, in addition to their ordinary duties of inspection, supervised the training of village accountants and the preparation of the record-of-rights. Bombay.

So far as can be judged, the signs seem to point to a growing emancipation of the tenant class from the power of the landlord. The Deccan Agriculturists Relief Act has done much to check the rapacity of the sávkár, while the bad seasons, by lessening the demand for land and decreasing the number of cultivators, have forced the landlord to court his tenants and thus to reverse their respective positions. To these causes may be added the spread of education, the increase in communication, and the growing mobility of the population. There were reports from several parts of the Presidency during the year under review of combinations on the part of tenants against landholders.

CONDITION OF THE PEOPLE.

The following general notes on the condition of the people during the year are based on the observations recorded by the Provincial Governments :—

Bengal.—Taking the province as a whole, it may be said that during 1906–07 the agricultural and labouring classes were benefited, but that beggars and those of the middle class on fixed incomes were subject to considerable inconvenience owing to the high prices of food grains. In the Burdwan division the crops were disappointing and high prices prevailed;

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but wages were unprecedently high on account of the large demand for labour on railways, collieries, mills and brickfields. In the Presidency division the material condition of the people was not altogether satisfactory; but high wages and large profits from jute cultivation counteracted high prices to some extent. In the Patna division conditions were fair except in three districts where there was a failure of crops on account of floods. In the Bhagalpur and Orissa divisions the year was, from an agricultural point of view, poor; but in Chota-Nagpur the agricultural community was prosperous.

Eastern Bengal and Assam.—The year 1905–06 was one of considerable hardship to the people in most parts of the province. High prices told severely on the poor, especially the landless class and those dependent on private charity. Distress reached an acute stage in Noakhali and Bakarganj, where relief works had to be opened. Elsewhere agricultural loans were distributed. In the Assam valley the people not only suffered from poor harvests and high prices, but incurred heavy loss of cattle by flood and disease. On the other hand, the condition of the ryots who grew jute was excellent, and in the Rajshahi division, where the ryots got good prices for the rice they exported, there was little distress.

United Provinces.—The frost which occurred early in 1905 changed the expectation of a bumper crop into the certainty of a disastrous loss, and famine conditions were widely prevalent. Distress first declared itself in the Jalaun district, where famine was formally announced on the 1st November 1905. By the middle of April 1906 the number of people on relief works or in receipt of relief aggregated nearly 200,000, and the total did not fall below 150,000 until the monsoon broke towards the end of June. Relief works were then gradually closed, but the distribution of gratuitous relief continued until October. Outside the famine area the high prices of food caused hardship to the poorer classes and to those whose wages were paid in cash, but there was no marked scarcity of work.

Punjab.—The monsoon of 1905, which began well in most districts, was interrupted by a prolonged break of two months, and the copious rain which fell in most parts of the province in the middle of September was too late to save the bulk of the unirrigated crops. The result was that while the sown area was only 9 per cent. less than in the preceding year, a large area of crops failed, amounting to 41 per cent of that sown. In addition, the cotton crop suffered severely from bollworm in the Lahore and Multan divisions, and in the Chenab Colony was a total failure. On the other hand, the rain which came too late to save the autumn harvest enabled the largest area on record to be put under spring crops with a yield estimated at 129 per cent. of the normal. Taking both harvests together, the total produce for the year amounted to 101·3 per cent. of the normal.

North-West Frontier Province.—The year was prosperous in the Frontier Province, and both harvests were good. In the late rabi harvest the demand for labour was so great owing to the large area to be harvested that the rate paid to labourers rose in some cases to 8 annas a day.

Central Provinces and Berar.—Except in a few scattered parts of the province the year was prosperous. The extreme north of the districts of Sangor and Damoh participated to some extent in the conditions which rendered famine relief necessary in a large part of Central India, but beyond suspensions of rent and revenue, liberal advances and forest concessions, no other special measures were required. The greater part of these districts enjoyed a year of prosperity such as they had not known since the days of the calamities which led up to the famine. The main difficulty which the agriculture of the provinces has now to face is scarcity of labour; but in the year under review labour for the reaping of a plentiful harvest was supplied by a horde of immigrants from the distressed areas of Central India. The rapid growth of the manganese industry, the extension of railway and irrigation schemes, and the expansion of cotton cultivation have created a greater demand for labour than can be supplied, and the high wages now obtainable more than compensate the labouring classes for the high prices of food grains. The rainfall in Berar was rather below the average and was unequally distributed, but the year was by no means a bad one for the agriculturist. The cotton crop gave a smaller yield than was anticipated, but the rise of prices compensated the cultivators for the loss of outturn.

Burma.—If the province be considered as a whole, the circumstances of the year 1906–07 were, for the agriculturist, normal. Nowhere was there a bumper crop, but nowhere was there scarcity. Hanthawaddy and Tharrawaddy districts again suffered from floods, but Pegu escaped and secured an outturn above the average. Cultivators benefited generally from the high prices, except where they were tempted into trenching on the stock of paddy required for their own domestic use. There was a satisfactory decline in cattle disease. An Agricultural Association was formed in the Akyab District without the aid or intervention of Government, the object of which was to infuse more vigour into the Arakanese cultivator.

Madras.—The year ending 30th June 1907 may be described as prosperous. The south-west monsoon was plentiful and well distributed, but the north-east monsoon, which opened in a promising manner, was in the latter part of its course intermittent and unevenly distributed. As a consequence, while the total area under cultivation exceeded that of the previous year by 860 thousand acres, and the normal by 80 thousand acres, the area under second crop showed a decline of 126 thousand acres below the normal. The rise in the price of food grains continued, but wages do not seem to have risen in proportion.

Bombay.—The season of 1905–06 was marked by a general failure of crops and consequent scarcity in the East Deccan and Karnatak, and by local failures, especially of the rice crop, in Gujarát. The cotton crop in Gujarát was, however, good, and the high prices obtained for it compensated largely for the loss in respect of other crops. The season in Sind was favourable, both inundation and rainfall being very satisfactory. Successive years of plague and famine had reduced the local supply of field labour in several districts, and emigration and industrial development contributed to the same result. The wages of the agricultural labourer were, in consequence, maintained at a fairly high level. The wages of industrial labour, both skilled and unskilled, ruled high, owing to the increasing demand of the mills in Bombay and Gujarát, of ginning factories in Khándesh, and on large railway and other works in Bombay. In Khándesh, notwithstanding the extensive immigration, the wages of unskilled labour rose by half. Many of the emigrants from the affected districts were thus enabled to save and remit money for the support of those whom they had left behind. Prices of food grains throughout the Presidency were very high, being in places as much as twice the normal. These high prices benefited the landholders generally, and in Sind the *hari* also, who receives a share of the produce as his wages.

Collection of the Revenue.

The fluctuations of the land revenue in past years may be seen in the following table, which does not include that part of the land revenue receipts which is credited to "Irrigation":—

	Land Revenue Receipts excluding Receipts due to Irrigation.	Variation (Average of Five Years, 1881-85=100).
	£	
1861–65 (five years' average)	13,287,000	90·1
1866–70 " "	13,327,000	90·4
1871–75 " "	13,977,000	94·8
1876–80 " " (includes the great famine of South India).	14,076,000	95·4
1881–85 " "	14,748,000	100·0
1886–90 " "	15,445,000	104·7
1891–95 " "	16,522,000	112·0
1896–1900 " " (includes two famines)	17,217,000	116·7
1900–01 (single year)	17,503,000	118·7
1901–02 "	18,288,000	124·0
1902–03 "	18,437,000	125·0
1903–04 "	19,234,000	130·4
1904–05 "	18,954,000	128·5
1905–06 "	18,862,000	127·9
1906–07 "	19,832,000	134·5

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The total advances made by Government to cultivators in the financial year 1906–07 are given as follows in the Accounts of the Government of India :—

——	By the Government of India.	By Provincial Governments.	Total.
	£	£	£
Advances for improvement of land	4,758	154,387	159,145
„ relief of agriculturists and similar purposes.	18,357	693,626	711,983
„ to co-operative credit societies.	143	8,637	8,780
Total	23,258	856,650	879,908

The progress of the land revenue will now be reviewed province by province. The figures are taken from the land revenue reports relating to the agricultural year, while those given above are from the corrected Accounts of the Government of India, and relate to the financial year.

Bengal.

The land revenue of Bengal remains fairly constant, as most of the province is under permanent settlement. The figures of the revenue demand for each of the last three years, excluding arrears, are given as follows :—

——	1904–05.	1905-06.	1906–07.
	£	£	£
Permanently settled estates	1,524,920	1,524,989	1,525,168
Temporarily settled estates	184,992	198,084	201,916
Estates under the direct management of Government.	179,198	182,530	186,282
Total	1,889,110	1,905,603	1,913,366

The total amount of revenue collected during the year, including receipts on account of the small arrear demand, was slightly in excess of the current demand, while the receipts on account of the current year's revenue, taken separately, were 98 per cent. of the amount falling due, the balance outstanding of the current and arrear demand being £45,250. The number of estates which became liable to sale for non-payment of Government dues was 8,662, compared with 10,591 in the previous year, and of these only 734, or 8·4 per cent., were actually sold. Under the Public Demands Recovery Act, 140,510 certificates were filed for recovery of arrears of revenue, cesses, &c., compared with 150,446 in the previous year ; payment was generally secured on issue of notices or on attachment of property, but actual sale was necessary in 6,324 cases, and warrants were issued in 1,758 cases, 16 defaulters being imprisoned. Defaulters may deposit the amount due, with a penalty, within 30 days after the sale of the property under the certificate system, and thus have the sale set aside, and recourse is had to this procedure in nearly one quarter of the cases in which a sale is carried out. Defaulters are imprisoned only when there is good reason to believe that they are in a position to pay ; and the imprisonment often has the effect of producing payment ; upon which they are released. Advances to agriculturists under the Loans Acts amounted to £124,700, the larger part under the Agriculturists' Loans Act.

The gross rental of the 30 districts in which the Bengal Cess Act was in force was returned for road cess purposes at £8,448,750 for the year 1906-07, which is slightly above the assessment of the previous year.

United Provinces.

The latest report on land revenue affairs in the United Provinces relates to the year ending 30th September 1906. The year was one of great vicissitudes. The provinces had suffered severely from the great frost of 1905, and the monsoon of 1905 was late and scanty ; but the rains of 1906 were plenteous, recovery was rapid, and the outlook at the end of the year

was as promising as it had been gloomy at the beginning. The demand and collections of land revenue in the last three years are given as follows :— LAND REVENUE.

	1903-04.	1904-05.	1905-06.
	£	£	£
Land revenue, current and arrear { demand - -	4,240,638	4,257,395	4,276,848
Land revenue, current and arrear { collections -	4,239,106	3,962,575	4,018,516

The collections thus fell short by about 6 per cent. of the demand; and this is accounted for by the remissions, amounting to £240,600, which were necessitated by the failure of crops in various parts of the provinces. Taking these and sundry other reductions of the demand into account, the percentage of collection was, as in the previous year, practically 100 per cent., a very satisfactory result considering the circumstances of the season. The net increase in the land revenue brought on the roll during the year was £12,800. The other headings of revenue dealt with in the land revenue report, but not strictly classed as land revenue, are the occupiers' rate (receipts, £642,400) and the owners' rate (receipts, £19,500), which constitute payments for irrigation, besides cesses (receipts, £524,400), &c. Certain of the canal rates were enhanced during the year, and the demand for occupiers' and owners' rates rose accordingly, being 48 per cent. above the demand of the previous year. The abolition of the rural police rate in five of the Oudh districts took effect during the year under report, and the total relief to proprietors due to the abolition or reduction of rates was large, amounting to £260,000 per annum. The abolition of the patwari rate took effect only from April 1906. As regards coercive processes, the figures for the severer forms were somewhat lower than in the preceding year. There were 157 attachments of immoveable property, 196 sales of moveable property, and 834 cases in which defaulters were detained in custody. Of the 231 estates under attachment, 154 were released during the year. On the whole, as compared with recent years, the figures indicate some increase in the difficulty of revenue collections, but they show also that collections were made without resort to any unusual or objectionable degree of pressure. A special feature of the revenue administration during the year was the large increase of advances under the Land Improvement Loans Act and the Agriculturists' Loans Act, the total amounting to £174,600.

The latest Punjab land revenue report available is for the year ending on the 30th September 1906. The fixed land revenue demand for the year amounted to £1,372,400, of which £1,223,200, or 89 per cent., was collected. After a year which was, on account of the excellent spring harvest, of more than average prosperity, so low a percentage of collections might seem disappointing. But owing to the failure of the autumn crops large suspensions were necessary, especially in the Delhi division, where this is the more important of the two harvests of the year. A total of £151,700 was suspended, of which all but £20,000 was in the Delhi division, and nearly £130,000 remained recoverable under suspension at the close of the year. The "fluctuating" system of land revenue, applied for the most part either to canal-irrigated lands or to lands subject to floods, is stated to have been unpopular in Rohtak and Ferozepore, but popular in Multan and Muzaffargarh; about one-eighth of the cultivated area of the province, including the Chenab and the Jhelum colonies, is under fluctuating assessment, the principle of which is that the demand varies with the crop. The revenue under this heading rose from £275,600 to £307,000 in the year under report. In addition to land revenue proper, "miscellaneous land revenue" was collected to the amount of £83,300. Coercive processes for collection of revenue continued to show a satisfactory decrease. The total number of processes of all kinds was 15,851, compared with 18,964 in 1904–05 and 39,314 in 1902–03. Writs decreased from 12,577 to 10,588, warrants from 4,015 to 3,261, and sales of moveable property from 2,300 to 1,981. The total sum for the recovery of which processes issued was £102,700, compared with £144,000 in the previous year, while the amount thus recovered was £81,100. Cases of imprisonment numbered six PUNJAB.

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only. It has been ascertained that the entry of 61 cases for the Gujranwala district, referred to in last year's statement, was due to a clerical error. The advances during the year under the Agriculturists' Loans Act amounted to £66,500, and £12,700 was advanced under the Land Improvements Act. A large increase under the former Act was due to the scarcity prevailing in the Delhi division.

North-West Frontier Province.

The report for the North-West Frontier Province covers the same period as that for the Punjab. For the year as a whole the harvested area was 5 per cent. above the quinquennial average, and the outturn about 10 per cent. above the normal. Under these favourable conditions £104,700 of fixed land revenue was collected, or more than 99 per cent. of the total demand. Collections on account of arrears from previous years were also satisfactory. Fluctuating and miscellaneous land revenue, between them, contributed £23,300, compared with £13,700 in 1904–05, the increase being chiefly accounted for by the districts of Hazara and Dera Ismail Khan. The fluctuating system of assessment which is in force throughout almost the whole of the last-mentioned district is popular with the people, but, so far, owing partly to unfavourable seasons and partly to the liberality with which remissions have been granted, the financial results have fallen short of anticipation. The steady decrease in the number of coercive processes for the collection of revenue was maintained, the number of writs and warrants of demand falling from 3,234 to 2,201. The main decrease occurred in Peshawar, but this district is still responsible for 70 per cent. of the total number. The agricultural advances made during the year amounted to £4,900.

Burma.

The season in Burma ending 30th June 1907 was normal, and there was only a small increase of about 1 per cent. on the demand of the previous year. In Lower Burma the area of cultivation under assessment increased by nearly 200,000 acres, but it was counterbalanced by a decrease in Upper Burma of over 150,000 acres. It was not to be expected, however, that the expansion of cultivation and the increase of land revenue would be maintained to the same extent as in former years. The totals of revenue (exclusive of the arrear demand) under the various heads for the last two years are shown in the margin. The collections of current land revenue amounted to £1,593,300, which is somewhat above the figure for 1905–06. There was again a substantial rise of 14,600 to a total of nearly 750,000 in the number of households assessed to the household tax, or *thathameda*, but owing to the reduction of the rates of this tax under new settlements, the yield slightly declined. There was a noticeable decline in the receipts from the river and other fisheries which are a considerable source of revenue in both the upper and the lower parts of the province. The heading "other sources" includes receipts from petroleum royalties, from ruby mines, from water rate, &c. There was an increase on the large figures of 1905–06 as regards processes for the recovery of revenue affecting property, but not as regards those affecting persons. The number of sales of real property rose from 1,271 in 1904–05 and 1,955 in 1905–06 to 2,637 in 1906–07, while the number of defaulters committed to jail fell from 80 to 65. The amount of agricultural advances rose to £57,100.

—	1906–07.	1905–06.
	£	£
Land Revenue -	1,629,473	1,610,297
Household tax -	309,199	309,898
Fisheries - -	179,129	194,165
Capitation tax -	343,368	337,207
Other sources -	173,442	164,884
TOTAL - -	2,634,611	2,616,451

Central Provinces.

The latest land revenue report available from the Central Provinces is for the year ending in September 1906. The harvests were on the whole satisfactory, and the provinces, with the exception of a few districts, enjoyed prosperity. The demand on account of the land revenue of the year stood at £562,300, reduced by suspensions and remissions to £547,000, almost the whole of which was collected. There was a further demand on account of cesses, land revenue not on the roll and miscellaneous revenue, current and arrear, amounting in all to £57,400; and the receipts under these heads came to £55,100. Coercive processes again showed a general decline, and it is specially satisfactory that the use of writs of demand was more prevalent, in place of the more severe process of warrant of attachment; the

number of defaulters arrested fell from 263 to 172, of whom only two were imprisoned; attachments and sales of moveable property numbered 452 and 20 respectively, against 1,024 and 61 in 1903–04, and 783 and 47 in the preceding year; and no estates were sold. Advances made during the year under the Land Improvements Act and the Agriculturists' Loans Act amounted to £37,800. The amount of these loans outstanding at the end of September 1906 was £69,800, of which £14,600 had been advanced without interest. LAND REVENUE.

The latest report available respecting land revenue administration in Berar relates to the year ending on the 31st July 1906. The year was generally less favourable to agricultural operations than the preceding year, but it was by no means bad and the high prices of cotton were beneficial to the cultivators. The land revenue demand for the year amounted to £585,100, a small increase over that of 1904–05; almost the whole of this amount was collected during the year, and very little resort to coercive processes was found necessary; in no single case was it found necessary to proceed against immoveable property. The demand for land for the extension of cultivation appears not to have been affected by the orders restricting the right of alienation of newly-occupied lands. In Berar the advances under the Agriculturists' Loans Act continue to be comparatively small; in ordinary seasons the necessity for loans is less felt than elsewhere, as the credit of the cultivators enables them to raise small loans for seed and cattle without much difficulty. Berar.

The year 1905–06 was distinctly unfavourable from an agricultural point of view, excessive floods doing wide damage to the crops both in Eastern Bengal and Assam. Owing to the unfavourable distribution of rainfall, the outturn of the rice crops was, with a few exceptions, poor. Districts, however, which had a second crop to fall back on, such as jute, were comparatively well off. In spite of these conditions the revenue demand under all heads showed a considerable increase. The incidence of Government revenue on the permanently-settled estates is extremely light, having been calculated at a time when these lands had not attained to anything like their present value. The total land revenue demand, including arrears, was £1,278,700, of which £1,213,000, or 95 per cent., was collected. In the permanently-settled estates £651,400, or 98 per cent. of the demand, was collected. There was a slight increase of coercive measures in the districts of the Assam Valley, but the sale law continues to be administered with consideration in the permanently-settled estates, and the certificate procedure was also applied leniently where the circumstances required it. There was no case of imprisonment for failure to pay. The amount of agricultural loans granted in Assam is insignificant, and even in Eastern Bengal there is but a small demand for them. Eastern Bengal and Assam.

In the Madras Presidency in the year ending on the 30th June 1907 the south-west monsoon was plentiful, but the north-east monsoon somewhat deficient. Crop areas and outturns were on the whole fair, and prices of staple food grains continued very high. The total demand on account of the year for land revenue, including charges for irrigation and miscellaneous receipts, was £4,189,700, besides cesses amounting to £419,300, and the total collections were £4,676,700, including arrears. The land revenue demand was £88,500 in excess of that of the previous year, but the demand under cesses showed a decline of £123,000 on account of the abolition of the ryotwari village-cess. The area of ryotwari holdings, from which more than 90 per cent. of the land revenue is received, was 24⅕ millions, being an increase of nearly 100,000 acres over the area of the year 1905–06. The uncollected balances of current dues and of arrears at the end of June 1907 amounted to £66,200, of which 61 per cent. had been collected by the end of October 1907. Of the above land revenue demand, a sum of £332,200 represents land revenue due from permanently-settled estates, and £51,100 quit-rents from villages held under special tenures, these sums being fairly constant, and not liable to fluctuate from year to year; the remainder comes for the most part from the assessment and water rate paid by peasant proprietors. As the result of orders which were issued in 1904 to restrict the issue of demand notices to cases of real necessity, there Madras.

LAND REVENUE.

was again a large decrease in the number of preliminary processes for the recovery of revenue. Distraint and attachment notices, sale notices, and sales were fewer considerably than in recent years; the number of demand notices, which was 6,212,162 in 1903–04, had fallen to 2,141,560 in 1906–07, and the number of sales fell from 9,479 in the former year to 7,411 in the latter. More than one-third of the land sold during the year was of inferior quality, and was bought in by the Government at a nominal price. Advances under the Land Improvements Act and the Agriculturists' Loans Act amounted to £32,300, the advances being chiefly employed for the sinking or repairing of wells and the purchase of cattle.

Bombay.

The most recent report available for Bombay relates to the year ending on the 31st July 1906. There was a general failure of crops and consequent scarcity in the East Deccan and Karnatak. In Gujarat a good cotton crop, for which high prices were obtained, compensated for the failure of the rice. Sind experienced a favourable season, both inundation and rainfall being very satisfactory. The total demand on account of land revenue, including the demand on account of former years, but excluding remissions and sums written off as irrecoverable, amounted to £2,513,300. Collections amounted to £1,580,000, while £475,000 was under suspension. Considering the conditions of the year and the necessity for large suspensions of revenue, these results were not unsatisfactory. Of the suspended revenue more than 93 per cent. pertained to the affected districts of the Deccan and Karnatak. A large proportion of the unsuspended arrears was due to the districts of Kaira, Poona, and Satara. There was a satisfactory increase of over 60,000 acres in the area of occupied Government land. The number of distraints for non-payment of revenue fell from 1,996 to 1,679, while forfeiture was resorted to in 1,485 cases in the Presidency proper, and 5,728 cases in Sind, compared with 2,334 and 3,562 respectively in the previous year. Most of the forfeitures in Sind were carried out under the Sind Fallow Rules. A part cause of the increase in Sind was the large increase in the amount of revenue to be collected, the seasons being so favourable that the area under cultivation increased by 14 per cent. and the land revenue demand by 16 per cent. The agricultural advances made in the Presidency proper amounted to £224,000 in the year under report, while in Sind the advances amounted to £39,200.

WARDS' ESTATES.

WARDS' ESTATES.

Courts of Wards have been established in most of the larger provinces. Primarily intended for the protection of the Government revenue, they are also beneficial to the interests of the owners, and recent changes in the law have been largely made with this object. Before 1899, the Courts had power to assume the management of estates of minors, of persons physically or mentally incompetent to manage their own property, or of persons declared by the local Government, at their own request, to be disqualified for its management. Since that year, various provincial Acts have been passed, giving to the Government further powers of putting estates under the control of the Court, without consent of the owners, when the latter are in a special degree unqualified for their proper management. The duty of the Courts is to manage the estates under their charge in the interests of both proprietors and tenants, to support the family of the proprietor, and to educate young wards; to pay off debts due by the estates, and to spend the surplus income on the improvement of the property in the best attainable way.

Bengal.

In Bengal 190 estates were under the management of the Court of Wards at the close of the year 1906–07, with a total rent and cess income of £500,600. The collection of rents and cesses due to the estates, including arrears, amounted to 97 per cent. of the current demand. With other items, the receipts of the estates amounted to £1,109,000. The disbursements were £998,700, of which £124,000 was for Government revenue and cesses, £21,900 for dues of superior landlords, £47,400, or 9·5 per cent. of the rent and cess demand, for cost of management, £84,300 for wards' and family expenses, and £395,000 for investments and payment of debts. The aggregate cash balances at the end of the year amounted to £110,200,

Wards' Estates.

together with Government securities to the value of £543,300. The total of the debts stood at £1,490,000, of which £406,800 represents the debts of the Bettiah estate, which is involved to the extent of more than three times the amount of the rent-roll, and £329,600 the debts of the Banaili estate in Bhagalpur.

United Provinces.

The number of estates under the Court of Wards in the United Provinces at the close of the year ending 30th September 1906 was 170, with rental receipts amounting in the aggregate to £486,800, besides other receipts, which brought up the total to £725,200. The charges amounted to £725,600, of which £211,100 was for the Government demand, £95,400 for the education and maintenance of the wards, £45,200 for improvements, and £210,800 for repayment of debts, the cost of management falling at the rate of 9·2 per cent. of the gross income, which was reduced by remissions of rent. The total liabilities of all the estates under management, including debts previous and subsequent to assumption of charge, were £2,828,000, of which £1,271,000 had been repaid, while £972,000 had been replaced by more favourable loans.

Punjab.

The number of estates under the management of the Punjab Court of Wards during the year ending in September 1906 was 45. The gross income of all the estates under management amounted to £93,000, besides £19,500 obtained by loans and sale of properties; and the expenditure amounted to £105,400, of which £42,700 falls under the heads of investments and repayments of debt. The cost of management was about 5 per cent. of the gross income. The most important of the new estates which were brought under the Court of Wards was that of the late Sardar Hardit Singh of Rawalpindi, a commercial magnate, who left a property valued at nearly £300,000.

North-West Frontier Province.

During the year ending in September 1906 there were 8 estates under the Court of Wards, which had been instituted in 1905, in the North-West Frontier Province. The total gross income amounted to £7,600 and the expenditure to £6,800, the percentage of cost of management to gross income being 4 per cent. The total assets at the end of the year were £20,100, and this was much more than the amount of the liabilities.

Central Provinces.

In the Central Provinces the number of estates under management of the Court of Wards on the 30th September 1906 was 83; the policy of giving up the charge of estates, whose condition is hopeless, has resulted in the credit of the Court of Wards being fully restored, and there are now comparatively few estates under the Court in which there is any doubt as to the ultimate repayment of their debt. The total rental demand was £44,600, of which £41,600 was collected. Including other sources, the gross income of the year amounted to £67,700. The ordinary expenditure was £49,500, besides £37,400 invested during the year, or spent on repayment of debt. The cost of management stood, over the whole province, at 14 per cent. of the gross income—a high percentage, but about the same as in the previous year. Some progress was made in the case of nearly all indebted estates in the matter of clearing off debts, which were paid off to the amount of £15,600, leaving a balance of £55,400 still owing at the close of the year.

Madras.

Twenty-six estates remained under the control of the Madras Court of Wards at the close of the year ending in June 1907. The estates released during the year included the large estate of Pithapuram, the administration of which had improved in every direction during the 14 years of the Court's superintendence. The gross land revenue demand of the estates was £133,600 for current revenue and £101,400 for arrears, and the receipts under these heads amounted to £123,200. The aggregate cash receipts from all sources amounted to £201,200; the expenditure to £197,200, including £63,300 invested and £8,000 spent on repayment of debts. The cost of management fell to 13·3 per cent. of the ordinary receipts. The balance at the credit of all estates, invested and uninvested, at the end of the year was £432,000. Eleven proprietors, who were minors, were under the care of the Court's European tutor.

Bombay.

In Bombay the estates under Government management are of several kinds, namely, estates under the management of collectors or other guar-

Wards' Estates.

dians, estates in charge of the Talukdari Settlement officer, and encumbered estates in Sind. Outside Gujarat, in which lie all those of the second category, the estates were of small area. Altogether 581 estates were under Government management. The manager of encumbered estates in Sind had 396 estates in charge. The year's revenue of these estates, including loans, advances, &c., amounted to £74,800, and the expenditure to £64,100, which included £15,700 spent in the liquidation of loans and private debts.

CHAPTER VIII.

TAXATION, AND OPIUM REVENUE.

Opium.

General.

The opium revenue is raised partly by a monopoly of the production of the drug in Bengal and the United Provinces, and partly by the levy of a duty on all opium exported from Native States. Though the poppy will grow in most parts of India, its cultivation in British territory, with the unimportant exception of a small amount of cultivation for local use in the Punjab and Ajmer Merwara, and on the frontier of Upper Burma, is permitted only in parts of Bengal and of the United Provinces. In these two provinces, the crop is grown under the control of a Government department, which determines the total area to be placed under the crop in each year. It will be seen from the particulars given on the following page that orders have been issued for the further restriction of this area. The cultivator of opium in these monopoly districts, who must receive a licence and is granted advances to enable him to prepare the land for the crop, is required to deliver the whole of the produce at a fixed price to Government agents, by whom it is despatched to the Government factories at Patna and Ghazipur. This price has been Rs. 6 per seer since 1895. The supply of prepared opium required for consumption in India is made over to the Excise Department, and Rs. 8½ per seer is credited to opium revenue for the amount thus consumed. The chests of "provision" opium, for export, are sold by auction at monthly sales which take place in Calcutta; and, in order to prevent speculation and to steady prices, the quantity to be offered at each sale during each year is notified in the previous year. The chests become the property of the purchasers immediately after sale, but must be shipped under passes granted by the Board of Revenue and subject to conditions which prevent the opium being used for consumption in India. Opium (known as Malwa opium) is grown in Baroda and in some of the Native States of Rajputana and Central India. The Government of India interfere in no way with its production or local consumption; but Malwa opium may not pass into British territory, whether for export by sea or for consumption in British India, without a pass, which is granted only upon payment of a heavy duty. The duty on opium intended for export varied between Rs. 700 and Rs. 600 per chest (of 140 lbs.) during the thirty years preceding December 1894, when it was fixed at Rs. 600 to Rs. 650. It was reduced to Rs. 600 in July 1896, and to Rs. 500 in October 1897. The rate was restored to Rs. 600 per chest, with effect from the 7th May 1904, and remained at that figure during the year under report. The pass duty on Malwa opium destined for consumption in British territory is an excise receipt, and is, as a rule, Rs. 700 per chest.

Towards the end of the year 1906 edicts were issued by the Government of China having for their object the suppression within ten years of the habit of consuming opium, and of the growth of opium, in China. Proposals were made for the co-operation of the Government of India in this object by the gradual restriction of the amount of opium exported from India to China. At the beginning of 1908 an arrangement was entered into by which the total quantity of opium (including Malwa opium) exported from India beyond seas will be limited to 61,900 chests in the calendar year 1908, 56,800 chests in 1909, and 51,700 chests in 1910. The question of making still further reductions after the year 1910 will depend upon whether China has, in the interval, effected a proportional reduction in its own production and consumption of opium. Papers giving further particulars, and including a report on the progress of the opium reforms in China, have been issued as Cd. 3881.

Opium.

The yield of the opium revenue during recent years has been :--

	1897-98.	1900-01.	1902-03.	1903-04.	1904-1905.	1905-06.	1906-07.
Opium Receipts :*	£	£	£	£	£	£	£
Auction sales of monopoly opium.	2,660,697	4,109,249	3,662,600	4,678,371	5,079,541	4,703,574	4,895,505
Duty on Bombay (or Malwa) opium.	647,092	835,117	661,033	871,383	749,125	569,400	553,788
Cost of opium issued to the Excise Departments, and miscellaneous.	145,392	157,877	174,805	186,291	192,833	195,806	211,235
Total - - -	3,453,181	5,102,242	4,498,438	5,736,045	6,021,499	5,468,780	5,660,528
Opium expenditure, chiefly in Bengal.	1,592,744	1,785,875	1,648,483	2,225,744	1,967,085	1,892,441	1,913,292
Net Opium Revenue - £	1,860,437	3,316,367	2,849,955	3,510,301	4,054,414	3,576,339	3,747,236

* This does not include the licence fees and duty on opium consumed in India, which amounted to £931,054 in 1906-07, as shown below under "Excise."

Bombay.

The exports of Malwa opium to China in recent years are stated in the margin. The rise in 1903–04 was partly due to a rumoured failure of the China crop. With this exception the decline has been continuous, and the uncertainty engendered by the new opium policy in China led to a further fall in 1906–07. The average prices for opium in the Bombay market during the year under report, including export duty, were Rs. 1,362 per chest for one year old, and Rs. 1,473 per chest for two years old opium, against Rs. 1,556 and Rs. 1,688 respectively in the preceding year. The amount of Malwa opium imported and lodged in the Bombay warehouse during 1906–07 was 14,733 chests, against 16,194 chests in 1905–06 ; 972 chests were sold for consumption in the Presidency, including Native States, and 575 chests were supplied to the Madras Presidency.

	Chests.
Average for Ten Years ending March 1901.	25,500
1901–02 - -	17,500
1902–03 - - -	19,300
1903–04 - -	25,340
1904–05 - - -	18,986
1905–06 - -	14,088
1906–07 - - -	13,321

Bengal.

The net area cultivated with the poppy in the Ganges Valley in recent years, excluding areas on which the crop was sown but failed, is shown in the margin. For the year 1907–08, the Government of India decided to reduce the area under opium to about 500,000 acres. The opium is received and prepared at the Government factories at Patna and Ghazipur, where 51,136 chests were manufactured during the year 1906–07, of which 6,218 chests were issued to the Excise Department.

	Acres.
1899-1900 -	627,311
1901-02 -	591,837
1902-03 -	582,807
1903-04 -	642,831
1904-05 -	587,140
1905-06 -	613,995
1906-07 -	564,585

The number of chests (of 140 lbs.) sold by auction for export and the average price realised during each of the last six financial years are shown in the margin. The number of chests to be sold during the year 1908–09 will be limited to 45,900.

	Chests.	Average Price in Rs.
1902–03 -	48,000	1,145
1903–04 -	48,000	1,462
1904–05 -	48,000	1,587
1905–06 -	49,200	1,436
1906–07 -	52,800	1,391
1907–08 -	48,900	1,367

Salt.

Salt.

General.

The salt revenue is raised by a duty on all salt imported into, or manufactured in, India. The rate of duty has in past times ranged from one-fifth of a rupee (in Burma) to $3\frac{3}{4}$ rupees (in Bengal) per maund of $82\frac{2}{7}$ lbs. In March 1905 the general rate for India, excepting Burma, was reduced from Rs. 2 to Re. $1\frac{1}{2}$ per maund. In Burma the rate remained at Re. 1 per maund on imported salt, and a system has been introduced by which the greater part of the salt which is locally produced pays a duty of 8 annas per maund. A further reduction of the rate of the salt duty to one rupee per maund was brought into effect from the 20th March 1907 ; this change, therefore, affected only the last few days of the year under review. Purchases had, however, been delayed by dealers in anticipation of a reduction, and large clearances were effected at the end of March. The records of price show that in almost all districts the consumer has certainly received the full benefit of the successive reductions of duty.

These successive reductions have led to a large increase in the consumption of salt throughout India, as will appear from the table in the margin. It was larger in 1906–07 than in 1905–06 by nearly 200,000,000 lbs., and the annual consumption is estimated to have increased between 1902, before the reductions of duty began, and 1907 by about 610,000,000 lbs. A comparison of the incidence of the salt duty in India and in European countries where a similar tax is levied will be found in the Financial Statement for 1908–09.

Year.	Issues of Salt in 100,000's of Maunds.	Rate of Duty per Maund in Rs.
1901–02	360	2½
1902–03	369	
1903–04	376	2
1904–05	394	
1905–06	407	1½
1906–07	431	
1907–08	443 (Estimate)	1

The Indian sources of salt supply are the coast, where salt is manufactured for the consumption of all southern and western India, and for part of Burma and Central India; the salt lakes and pits of Rajputana, which supply the United Provinces of Agra and Oudh, and a part of Central India; the salt mines of the Punjab, which supply that province and a varying area southward; and importations from beyond the sea, which supply Bengal and the greater part of Burma. The duty is levied on salt at the place of manufacture, or at the port of importation, before it passes into consumption.

Some of these salt sources belong to, or are worked under the direct control of, the various Governments; others are owned or leased by private individuals. The salt supply of India is not, therefore, a Government monopoly, and the importation of salt from foreign countries is freely permitted. Manufacture is not allowed where the circumstances are such as to render proper collection of the duty impracticable, as, for instance, in the sea-coast districts of Bengal.

The Salt Revenues and Charges in the year 1906–07 were as follows :—

Province.	Price of Government Salt, and Excise on Salt made locally.	Duty on Salt imported from England.	Duty on Salt imported by Sea from other Places.	Miscellaneous.	Total.	Charges.	Net Salt Revenue.
	£	£	£	£	£	£	£
Northern India	968,630	—	—	8,042	976,072	70,841	905,231
Burma	25,542	33,766	56,058	—	115,367	1,917	113,450
Eastern Bengal and Assam.	—	52,020	76,386	1,700	130,106	1,563	128,543
Bengal	—	473,171	592,599	6,804	1,072,574	22,048	1,050,526
Madras	947,784	359	748	6,979	955,868	140,689	815,179
Bombay	1,068,476	2,205	740	41,297	1,112,719	126,061	986,658
Total 1906–07	3,009,832	561,521	726,531	64,820	4,362,706	363,119	3,999,587
Total 1905–06	3,078,987	598,740	634,914	63,769	4,376,410	363,166	4,013,244

The charges above shown do not include a sum of £246,400 paid under treaties in the form of compensation, chiefly to Native chiefs who have assigned the management of their salt sources to the Government of India.

The rate of salt consumption per head of the population differs widely in the several provinces. If the total of licit consumption is compared with the population, as shown by the last census, the following results appear :—The consumption in the saliferous tracts of Bengal, including Orissa, was 13·5 lbs. per head; in Behar, 10·9 lbs.; in the rest of Bengal, 11·2 lbs.; in Eastern Bengal and Assam, 6·6 lbs.; in Gujarat, 11·34 lbs.; in Bombay, excluding Sind, 11·65 lbs.; in Sind, 9·23 lbs.; in Madras, 18·7 lbs.; in the Central Provinces and Berar, 13·89 lbs.; in the United Provinces, 8·43 lbs.; in the North-West Frontier Province, 6 lbs.; in the Punjab, 8·42 lbs.; in Kashmir, 11·16 lbs.; in Central India, 10·41 lbs.; and in Rajputana, 7·62 lbs. These figures compare in most instances very favourably with those of preceding years. No such estimate can be given of the rate of consumption in Burma, but it is believed to be high. It is to be noted, however, that as the census of 1901 recedes further into the distance, the average rate calculated upon its figures must be received with increasing caution.

The consumption of salt and the duty realised during the last 38 years are shown below. The figures have been taken from the returns of the

SALT.

Director-General of Statistics under the Government of India, and it will be observed that the amount of the duty received shows a divergence from the figures given above.

—	Quantity.	Duty.	—	Quantity.	Duty.
	Maunds.	£		Maunds.	£
1868–69 to 1872–73 (average)	22,973,000	3,835,000	1893–94 to 1897–98 (average)	34,211,000	5,505,000
1873–74 to 1877–78 „	24,184,000	3,971,000	1898–99 to 1902–03 „	35,477,000	5,784,000
1878–79 to 1882–83 „	27,761,000	4,393,000	1903–04	37,603,000	4,922,000
1883–84 to 1887–88 „	32,429,000	4,141,000	1904–05	39,132,000	5,045,000
1888–89 to 1892–93 „	33,432,000	5,351,000	1905–06	40,729,000	4,037,000

Northern India.

The salt sources under the control of the Northern India Salt Department are (1) the Rajputana sources, including the Sambhar Lake and the brine springs at Pachbadra and Didwana in the Jodhpur State, and (2) the Punjab sources, including the Mayo, Warcha and Kalabagh mines, the Kohat mines, the Mandi mines, and the brine springs at Sultanpur. From these are supplied the main wants of the Punjab and North-West Frontier Province, part of the United Provinces, parts of the Behar districts of Bengal, the northern districts of the Central Provinces, and the greater part of the Rajputana and Central India States. The most important sources are the Sambhar Lake and the Mayo mine. At the Sambhar Lake 5,083,000 maunds of salt were produced in 1906–07. Since the year 1870, when the lake was leased by the Government of India, nearly 132 millions of maunds of salt have been taken from it, and the financial results show a total credit balance of £264,230, without taking into account the stock of salt in hand. Fears had been expressed that the salt available in this source was becoming exhausted, or that increasing difficulty would be experienced in recovering it from the brine; but these fears have been laid at rest by the success of a long trench which has been recently excavated through the bed of the lake. The expenses of construction are not heavy, and extensions will render available the inexhaustible supplies of subterranean brine. The Sambhar salt is sold at a uniform price of 4 annas per maund, with a charge of 3 pies for clearance; the sales in 1906–07 amounted to 5,302,800 maunds. In the Mayo mine 2,397,600 maunds of salt were excavated. This salt is sold at 9 pies per maund, or one anna at the Khewrah depôt. The price of Didwana salt is also 9 pies; Pachbadra salt is sold at the rate of $1\frac{1}{2}$ annas with a charge of 3 pies for clearance; Kohat salt fetches on the average about 9 pies. The total amount of salt which was issued by the Northern India Salt Revenue Department for consumption was 8,925,023 maunds, as compared with 8,696,451 maunds in 1905–6.

The following table gives the total consumption of salt in the states and provinces mainly supplied by the Northern India Salt Department :—

—	Total Consumption.	Average Retail Price.		Average Consumption per Head.*	
	1906–07.	1906–07.	1905–06.	1906–07.	1905–06.
	Maunds.	Per maund. Rs. A. P.	Per maund. Rs. A. P.	Lbs.	Lbs.
North-West Frontier Province	155,034	2 1 7	2 2 2	6·00	5·11
Punjab	2,533,089	2 2 1	2 2 9	8·42	6·22
Kashmir and Jammu State (excluding Frontier districts).	363,253	—	—	11·16	
United Provinces	4,969,672	2 10 11	2 11 11	8·43	8·67
Behar (Bengal)	3,224,885	2 9 9	2 11 2	10·94	10·62
Central Provinces and Berar	2,468,497	2 14 9	3 3 2	13·89	12·53
Rajputana	944,977	2 6 3	2 5 8	7·62	8·49
Central India	1,091,210	2 9 0	2 9 0	10·41	10·30

* No allowance has been made for increase in population since the census of 1901.

Bengal.

The salt consumed in Bengal comes from abroad or from other parts of India; several years ago a small amount was annually manufactured at private and Government factories in Orissa, but this manufacture was rendered unprofitable by the opening of the East Coast railway, which admitted Madras salt to Orissa, and it has therefore been discontinued.

In the other maritime tracts of the province the manufacture of salt is prohibited, owing to the difficulty of preventing illicit manufacture. The amount of salt imported by sea during the year 1906–07 was 11,656,142 maunds, as shown in the margin; there was an increase as compared with 1905–06, but the total imports were about the same as in 1904–05. The proportions supplied by the United Kingdom, Germany, and the Red Sea districts respectively were also restored to those of 1904–05. 947,102 maunds of Madras salt were carried into Orissa by rail. This salt is specially manufactured, and being of high quality is able to compete with the Liverpool salt. The average wholesale price of salt, including duty, at the chief marts of Bengal was about Rs. $2\frac{5}{8}$, having decreased by $1\frac{1}{2}$ annas since the preceding year and by 8 annas since the second reduction of duty. The average wholesale price of Liverpool salt in 1906–07 was Rs. $48\frac{5}{8}$ per 100 maunds from the ship's side at Calcutta, exclusive of duty, compared with Rs. $50\frac{3}{4}$ in 1905–06 and Rs. $48\frac{5}{8}$ in 1904–05. Salt.

Salt Imports by Sea.	1905-06.	1906-07.
	Maunds.	Maunds.
From United Kingdom -	4,475,849	5,464,684
„ Germany - -	613,859	1,012,129
„ Red Sea and Turkey	4,138,679	2,928,824
„ Persian Gulf -	64,528	57,768
„ Madras - -	29,999	2,563
„ Bombay - -	728,988	633,939
„ Spain - -	767,032	1,556,235
Total - -	10,818,934	11,656,142

The net amount of salt consumed in the province, which had been 6,536,655 maunds in 1905–06, rose to 7,894,200 maunds, with a consumption per head of 13·5 lbs. in the saliferous tracts and Orissa, and of 11·2 lbs. in the rest of Bengal.

The Rawana system, under Act VII., 1864, by which permits were required to possess or transport salt, was abolished with effect from the 1st April 1906. This abolition renders the comparative statistics of consumption in the saliferous districts, quoted above, unreliable. The trade in salt has received a decided impetus by being set free from the restrictions which formerly hampered its free movement. Open competition has been encouraged, and there has been in some districts a notable increase in the number of retail shops, resulting in a slight diminution of price. An increase in the number of offences against the salt laws is stated to be due in some measure to an impression, which was disseminated, that the abolition of the Rawana system was accompanied by permission to prepare salt for domestic consumption.

The total consumption of salt in Eastern Bengal and Assam was 2,501,567 maunds, being an average consumption per head of 6·6 lbs. The average wholesale selling price per maund was Rs. 2.11.5, against Rs. 2.10.6 in 1905–06 and Rs. 3.1.11 in 1904–05. The salt trade was hardly affected by the boycott agitation: imports during the year were greater by 16·55 per cent. than in 1905–06. As in Bengal, the Rawana system was abolished with effect from the 1st April 1906. Eastern Bengal and Assam.

Originally there was a Government monopoly of the manufacture of salt in the Madras Presidency; but in 1882 an attempt was made to substitute private manufacture, and abolish all Government factories. This, however, did not answer, and in 1888 orders were given to establish a certain number of Government factories as a check on the prices and quality of the privately manufactured (or "excise") salt. This is the system that now exists. Of the 65 factories worked during the year, 43 were under private and 22 under Government management; the quantity of salt manufactured was 11,235,000 maunds, of which 6,989,000 maunds was prepared under the excise system in private factories. This represents a further increase over the amount (10,580,000 maunds) produced in 1905–06, which was the highest on record up to that time. The imports by rail and sea from Bombay rose from 1,247,000 maunds to 1,441,000 maunds. Excluding the salt used for fish-curing, or bought by the French Government, the total issue of salt for consumption was 11,164,377 maunds in 1906–07, 10,583,571 maunds in 1905–06, and 10,737,983 maunds in 1904–05. The average consumption per head of the population was 18·7 lbs. in the whole Presidency, including Mysore and Coorg, with the Native States except Travancore and Cochin. The corresponding figure for 1905–06 was Madras.

Salt. 17·6 lbs. If the West Coast districts are excluded, this consumption figure would stand at 20·1 lbs. per head compared with 19·3 per head in the previous year, and 18·1 per head in 1904–05.

The average wholesale price of "excise" (*i.e.*, private factories' salt) decreased from 3 annas 8·2 pies to 3 annas 1·8 pies per maund, chiefly on account of improved stocks. Government salt is sold at a fixed rate (3 annas per maund at most centres) with a view to controlling the price of "excise" salt. The retail prices varied from Rs. 1.13.6 to Rs. 3.5.4 per maund, against Rs. 1.13.11 to Rs. 3.3.7 in 1905–06.

During the year under report there were 135 bonded yards in the Madras Presidency open for curing fish under special regulations, whereby cheap salt is sold to fish-curers. The quantity of fish brought to be cured was 42,131 tons, the season, like that of 1905–06, being unfavourable for fishing, and 605,455 maunds of cured fish left the yards in a fit condition for use. Sir F. Nicholson was on special duty collecting information as to the migratory movements of fish on the coasts and for the improvement of the fisheries generally.

A substantial improvement in the conditions of service of the staff of the Salt Department was sanctioned by the Secretary of State.

Bombay. The salt supply of Bombay comes from the Pritchard salt brine works, owned by the Government, on the Runn of Cutch (Baragra salt); from sea-salt works on the coast; and by importation. Of the sea-salt works one, at Dharasna, is worked by the Government; the remainder, of which there are some hundreds, are owned by, or leased to, private individuals; the imports of salt come chiefly from Goa. The conditions of the year were less favourable to salt manufacture than in 1905–06, and the stocks in hand had decreased by the end of the year. The following table shows the issues of salt from each source for the last two years :—

	1905–06.		1906–07.	
	Total Issues.	For Local Consumption.	Total Issues.	For Local Consumption.
	Maunds.	Maunds.	Maunds.	Maunds.
Baragra salt - - -	2,557,917	477,627	2,509,731	519,305
Sea salt - - -	7,995,357	2,084,830	8,271,117	2,183,489
Imported salt - - -	304,427	253,802	339,530	267,765
Total - - -	10,857,701	2,816,259	11,120,379	2,970,559

The issues of duty-paid salt in the Presidency, excluding Sind, were at the rate of 11·65 lbs. per head of the population, against 11·05 lbs. in the previous year. In Gujarat the rate of consumption rose from 10·65 lbs. to 11·34 lbs. per head. The market price in Bombay city fell from Rs. 3.7.5 in 1905–06 to Rs. 2.13.3 in 1906–07; in the rest of the Presidency the average price remained about the same as in the preceding year. The record of prices for the past five years show that the two reductions of duty have been felt by the consumer to the fullest possible extent; in Bombay city the price has fallen from Rs. 4.1.3 in 1902–03, when the duty was Rs. 2.8, to Rs. 2.13.3 in 1906–07, with a duty of Rs. 1.8; in the rest of the Presidency the average price has fallen from Rs. 3.4.4 to Rs. 2.4.0.

The bulk of the Baragra salt is exported to the United Provinces, the Central Provinces, and Central India; while the Madras Presidency and its States, Hyderabad, Mysore, Calcutta, and the Central Provinces take large amounts of sea salt. Thirty fish-curing yards were open at the end of the year. The quantity of fish brought to be cured in bond rose from 122,500 maunds to 200,207 maunds, and the quantity of cheap salt issued to fish-curers rose from 36,300 maunds to 63,400 maunds, the catches being unusually good.

Sind. The Sind salt supply is derived chiefly from the sea-salt works at Maurypur, and in smaller quantities from salt deposits at Saran and Dilyar

on the edge of the desert, and by importation. The amount passed into consumption during the year was 360,500 maunds. The consumption per head of the population is given as 9·23 lbs., the highest rate on record, against 8·87 lbs. in the preceding year, and 8·25 lbs. in 1904–05. The increase in consumption is attributed chiefly to the abolition of licences for the sale of salt, in consequence of which many petty dealers now stock salt in their shops. The average market price was about Rs. 2½. Two fish-curing yards were worked during the year. All the salted fish manufactured is exported. SALT.

A duty of Re. 1 per maund is levied on salt imported into Burma. Salt locally manufactured formerly paid an excise duty levied by a composition rate on vessels used for boiling brine; a system of levying duty at the rate of 8 annas per maund on actual output has now been introduced into all districts where any large quantity is produced. The imported salt is superior in quality, and salt locally produced only holds its own by reason of its cheapness. The consideration of the question of levying a uniform duty of Re. 1 on all salt, whether local or imported, has been deferred, pending the report of an officer who has been deputed to make a comparative examination of the salt industry as carried on in Madras and in Burma. Burma.

The amount of imported salt which paid duty in Burmese ports during the year 1906 was 1,264,380 maunds. Imports from the United Kingdom constituted about 43 per cent. of the total imported during the year, and salt from Germany about 35 per cent. From 1888 to 1897 English salt predominated in the Burmese market; from 1898 to 1905, Germany took the lead; since 1905 the United Kingdom has regained its position. The statistics relating to locally produced salt are untrustworthy, but the returns, as in 1905, show a tendency to increase. The output for 1906 is given as 812,500 maunds. The average price of foreign salt varied in different districts from Rs. 3.4.3 per maund to Rs. 1.13.6, and of local salt from Rs. 3.4.3 to Rs. 1.1.3; it is not clear in all cases whether the returns relate to wholesale or retail prices. There was a considerable decline in the imports of salted fish, which amounted to 256,900 maunds. The rate of import duty on salted fish is 6 annas per maund.

EXCISE. EXCISE.

In September 1905, the Government of India convened a Committee to consider the progress of excise administration in respect of intoxicating liquors, and to promote reforms. In a Resolution, published in the "Gazette of India" of the 9th September 1905, they restated the general principles on which their excise policy is based, which are substantially the same as those laid down in a despatch by Lord Cross, when Secretary of State for India, in 1888. They declared, when appointing the Committee, that they had no desire to interfere with the habits of those who use alcohol in moderation, and deemed it necessary to make due provision for the needs of such persons; but their settled policy was to minimise temptation for those who do not drink, and to discourage excess amongst those who do. Fiscal considerations in connection with the liquor traffic were important, not as an end in themselves, but because the most effective way of forwarding this policy was to make the tax upon liquor as high as it is possible to raise it without stimulating illicit sales and productions, and without driving people to substitute deleterious drugs for alcohol or a more for a less baneful form of liquor. General.

The Committee's report, which is dated 4th July 1906, has been published as a Parliamentary Paper [Cd. 3327]. The orders, which the Government of India have passed on the Report, have been published as House of Commons Papers 142 and 209 of 1907 and Cd. 3816. As a result of the Committee's recommendations, an extensive programme of reform has been adopted, which will be gradually carried into effect. Some of the principal features of the Indian excise systems are outlined below, with reference to the Government of India's recent orders:—

1. The "out-still" group of systems, including all those prior in order of development to the imposition of a still-head duty, embraces various

Excise. farming concessions over large or small areas, and privileges of manufacture and sale, under a control varying in its effectiveness, but in no cases very complete. In out-still areas there are no means of obtaining statistics of consumption; and the objections to a system which affords no adequate check on consumption by the imposition of a quantitative duty are clear. The systems of this group were already in process of abolition, and on the recommendation of the Committee a further reduction has been ordered, so that they will eventually remain in operation only in one large block of feverish and inaccessible country between Chota Nagpur and the Godavari river, and in certain small and isolated areas, where it is impossible, under present conditions, to exercise the adequate control which the successful working of a distillery system demands. In these cases it is obviously better to impose a lump tax on liquor than to have none at all.

2. The distillery systems, the common principle of which is the levy of a stillhead duty, have also numerous forms, which vary from the *sadar* distillery systems, involving the collection of a number of distillers in a Government enclosure, to the contract supply system of Madras. Central distilleries, which are often mere collections of petty stills, will be gradually abolished in Bengal, Eastern Bengal and Assam, the Central Provinces, Sind, and certain parts of Bombay, which are now supplied by them. In the United Provinces, where the system will be maintained, the number of separate distillers will be reduced to a select few by an insistence on the introduction and maintenance of a proper plant. The Government of India have accepted the Committee's finding that, in existing circumstances, the most suitable system for most districts is the central distillery system of Madras. The essence of this system is that the contracts for the various districts should be given on the lowest terms as regards *ex*-duty price of liquor, consistent with the conditions :—

(1) That the contractors should be men who have the means to carry out their contracts in a satisfactory manner.
(2) That there should be an avoidance of such allocation of the various district contracts as would place the greater part of the country spirit production of a province in the hands of a single distiller or combination of distillers.

It is claimed for this system that it steadies prices and thus renders it easier to obtain the full rate of effective taxation, in respect both of duty and of the surtax raised on retail vend under the auction system. Contracts will be granted for terms of three years. District monopoly, which has been hitherto the typical Bombay system, has been found to lead to increased consumption, and will be replaced by the contract system as soon as circumstances permit. The Punjab system is one of competition for supply, but the competition is restricted by the situation of the distilleries, by the limitation of their number and still-power, and by other terms of their licences or distribution arrangements. It is not proposed to make any change in the Punjab at present.

3. The Committee's view has been accepted, that it will be feasible, in most provinces, to increase the existing local rates of still-head duty without giving rise to grave danger of illicit practices. The *minimum* rate will be 15 annas per proof gallon and the *maximum* rate Rs. 7, which is the present tariff rate on imported spirit. Within these limits rates will be varied according to local circumstances, and in general by steps of 10 annas per proof gallon.

4. In the case of country liquor the generally prevailing method of disposal of the right of retail vend is that of sale by auction. This has now been the accepted policy of the Government of India for some years past. The leading principle of the auction system is that as large a proportion as possible of the total revenue on country spirits should be derived from the fixed duty. But in some parts of the same duty area there may be a relatively larger consuming population than in others, and in these areas the right of retail vend will possess a monopoly value unless the still-head duty is reinforced by supplementary taxation varying from place to place.

Excise.

The disposal of vend licences by auction serves as a simple but sure guide to the local demand, and indicates whether the still-head duty is adequate or otherwise. The Government of India have laid down the principles: (1) that the privileges of manufacture and vend must be completely separate; (2) that large vend monopolies, where they exist, must be gradually broken up, a system of shops under separate management being the ultimate object in view. The Committee's recommendation, that a fixed fee system should be generally introduced, with security to vendors of privileges "during good behaviour," has been rejected by the Government of India, chiefly on the ground that such a system inevitably leads to the growth of vested interests in the liquor trade, from which India has so far been free. In order to allow greater security of tenure, where this may seem desirable, local governments will be free to replace the yearly auction system by one for a term not exceeding three years, if they think fit.

5. Among other general principles which have been laid down, mention may be made of those affecting the sale of foreign liquor, the taxation and sale of toddy or *tari*, the hours of sale, the categories of persons by whom or to whom liquor may not be sold, the arrangement and general conduct of shop premises, the limits of retail sale and private possession, and the regulation of liquor consumption amongst backward tribes. For details on these points reference may be made to the orders of the Government of India, published as House of Commons papers, which have been quoted above.

The normal excise system, which will eventually prevail over the greater part of British India, is, therefore, based on the grant by contract of the right of wholesale supply and the sale by auction of the right of retail vend. By these means the dangers of unrestricted competition for the supply of liquor and the attendant difficulty of proper supervision are avoided, while at the same time the largest possible part of the monopoly profits, brought into existence by these restrictions, is secured to Government.

The following table gives the excise revenue of 1906–07 and the preceding year under the different heads, as shown in the Finance and Revenue Accounts:—

	Licence and Distillery Fees and Duties.					Duty on Indian Consumption of		Fines, Confiscations, Miscellaneous.	Total Revenue.	Charges.	Net Revenue.
	Foreign Liquors, &c.	Country Spirits.	Toddy.	Opium and its Preparations.	Other Drugs.	Opium.	Ganja.				
	£	£	£	£	£	£	£	£	£	£	£
1906–07	297,396	3,153,908	904,022	218,268	374,520	712,786	213,212	24,107	5,898,219	274,609	5,625,610
1905–06	378,724	2,914,067	873,976	219,058	358,982	691,185	227,716	24,112	5,687,820	258,116	5,429,704

A net sum of £561,400 was yielded by customs duties* on exciseable liquors imported into India during the year 1906–07; the total net drink and drugs revenue amounting to rather more than 6 annas (sixpence) a head of the population affected. The net revenue from exciseable liquors and drugs (*i.e.*, total excise revenue less charges, plus Customs' duties on exciseable liquors) in previous years is given in the margin. The year shows the highest figure which has been reached by the excise revenue. It may be noted that neither tobacco, tea, nor coffee are subject to excise taxation in India.

	£
1874–75	1,755,000
1883–84	2,840,000
1894–95	3,965,000
1902–03	4,741,000
1903–04	5,291,000
1904–05	5,664,000
1905–06	6,076,000
1906–07	6,187,000

* A customs duty is levied on all imported spirits, wines and beer, and credited to the head of Customs. The import duty is Rs. 7 per gallon on London proof spirit (raised to this figure from the previous rate of Rs. 6 in February 1906); Rs. 10 per gallon, irrespective of strength, on liqueurs (changed in February 1906 from Rs. 6 per proof gallon); Rs. 11 per gallon, irrespective of strength, on perfumed spirits (Rs. 8 before February 1906); Rs. 2½ per gallon on sparkling wines; Re. 1 per gallon on other wines; and 1 anna per gallon on beer. (The duty on beer has been raised to 2 annas per gallon since the close of the year under report.) Opium is subject to a duty of Rs. 24 per seer on importation into India, and other narcotic drugs pay the general import duty of 5 per cent. *ad valorem*.

Excise. The number of retail shops and the gross excise receipts are shown in the following table, compared with the population, province by province :—

PROVINCE.	Number of Persons per Retail Shop licensed in 1906–07 for the Sale of				Gross Excise Receipts per 10,000 of Total Population to nearest Rupee.		Population of Excise Area by Census of 1901.
	Country Spirits.	Toddy and Rice-Beer or other Indian Fermented Drinks.	Opium and its Preparations.	Narcotic or Intoxicating Drugs, other than Opium.	In 1906–07.	In 1905–06.	
Bengal	16,575	2,062	38,630	18,153	3,164	2,876	50,722,000
United Provinces	8,693	11,214	39,759	12,811	1,891	2,089	47,671,000
Punjab	17,092	510,196	15,686	20,845	1,920	1,706	20,306,000
North-West Frontier Province.	47,120	—	22,320	21,860	1,024	960	2,120,000
Burma	*	7,195	72,917	—	7,270	7,951	9,187,000
Central Provinces and Berar.	2,260	10,369	10,698	9,876	6,816	5,921	11,821,000†
Eastern Bengal and Assam	38,821	5,382	25,803	22,823	2,055	2,006	29,854,000
Madras	3,338	1,965	34,102	58,052	5,095	4,730	38,196,000
Bombay	6,095	1,515	18,894	26,836	8,124	7,852	15,323,310
Sind	10,959	401,364	11,509	6,407	4,729	4,441	3,210,910

* For distillery spirits, 106,831; for outstill spirits, 129,401. † Allowance has been made for growth of population since 1901.

Bengal. In Bengal the total excise revenues of 1906–07 and the previous year as given in the departmental returns, were as follows :—

Receipts from	1905-06.	1906-07.
	£	£
Country spirits	534,557	579,425
Foreign liquors and rum	32,504	30,451
Fermented local liquors, toddy, and rice-beer	113,234	116,359
Opium	149,537	156,779
Ganja, bhang, and their compounds	190,171	187,472
Miscellaneous	1,226	1,499
Total Excise Revenue	1,021,229	1,071,985
Add,—Customs duties levied in the Presidency on imported liquors, &c.	190,422	158,482
Total Revenue from Drink and Drugs £	1,211,651	1,230,467

The year was marked by a further extension of the area under the contract supply system which has been introduced in Darjeeling and three other districts. The new system is credited with having checked drunkenness among tea garden coolies in Darjeeling. The central distillery system, which is still predominant in the south-east, and the out-still system, which prevails in the north and west, contribute in fairly equal proportions to the excise revenue. According to the programme which has received the sanction of the Government, the out-stills will disappear in a few years and the contract distillery system be introduced throughout the province. The small central distilleries are being closed, and liquor will be supplied at contract prices by a few large distilleries employing improved plant and machinery and producing wholesome spirit free from impurities.

Excise.

Relatively high rates of consumption are mainly confined to three distinct tracts—one comprising Calcutta and its neighbourhood; the second, the Darjeeling district; and the third, the greater part of the Patna division, two districts of the Bhagalpur division and three districts of Chota Nagpur. No less than one-fourth of the total revenue from country spirit was collected in the town of Calcutta. As in the preceding year there was an increased consumption of liquor and a large increase in the number of convictions for drunkenness in this neighbourhood. A larger population and higher wages on the one hand, and increased police activity on the other, may go some way towards explaining these results.

Important cases of the smuggling of opium, the licit consumption of which slightly increased, were detected during the year, and it is believed that there is a considerable illicit trade with Burma which escaped detection. No shops are licensed for selling opium prepared for smoking, but the vice, which is confined for the most part to low-class Muhammadans, is prevalent throughout Orissa and is common in all populous towns in the Gangetic Valley. The vice shows no decided tendency to increase; it is practised in secret and known participants are looked upon with reprobation. The price in Orissa has been recently increased. The sale of cocaine is limited to qualified and duly licensed persons; 227 licences were issued during the year. In November 1906 the bringing of cocaine into British India by post was prohibited, and its importation was restricted to specially authorised agents. The active measures taken in recent years against the spread of the habit seem to have met with some considerable success.

The prohibition of the sale of intoxicants of all kinds to children under 14 years of age was introduced during the year.

United Provinces.

The excise report for the United Provinces for the year 1906–07 shows that for the last three years the gross excise revenues have been :—

Gross Receipts from	1904–05.	1905–06.	1906–07.
	£	£	£
Country spirits and fermented liquors	443,780	387,839	395,213
Foreign liquors and rum	55,589	91,095	29,833
Opium	56,096	56,440	56,504
Other drugs	125,920	129,363	131,911
Miscellaneous	286	312	643
Total £	681,671	665,049	614,104

There was an increase in the consumption of country spirits in spite of the abnormally high price of the raw material of distillation. The fluctuations in the receipts from foreign spirit are due to withdrawals from bond in anticipation of the enhancement of duty enforced from the 1st April 1906. The sale and possession of cocaine were placed under restrictions during the year.

In the greater part of the province country spirit is dealt with at present under what is called the "ordinary distillery system," which corresponds in its main features with the central distillery system of Bengal. A further reduction was effected during the year of the out-still area, which consists of thinly populated and comparatively inaccessible tracts. The still-head duty on country spirit varied from Rs. 3 to Rs. 3½ per proof gallon in the larger towns and stood at Rs. 2½ elsewhere. The area of greatest consumption adjoins Bihar and stretches up the Gogra and Jamna rivers as far north as Lucknow, the bulk of the consumption, however, being confined to large cities and cantonments. The consumption in the districts of Agra, Bareilly, and Dehra Dun is also high.

EXCISE. Punjab.

The gross excise revenue in the Punjab in the last four years was raised as follows :—

Receipts from	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£
Spirits made in India - -	108,734	131,356	148,814	162,328
Imported liquors and beer -	14,840	15,349	17,476	19,991
Opium - - - - -	39,039	40,289	43,184	48,659
Other drugs and miscellaneous	24,080	23,061	28,148	35,733
Total - - £	186,693	210,055	237,622	266,711

High consumption is confined to a track consisting mainly of the Sikh districts of Lahore, Amritsar, Ferozepore, Jullundur, and Ludhiana, which with 23 per cent. of the population account for 56 per cent. of the country spirits consumed, and the cities and cantonments of Simla, Ambala, and Rawalpindi. In the Sikh districts, with the exception of Lahore, the experimental grant on low fixed fees of vend licences, to sell at lower rates country spirit 25 per cent. below proof, was continued during the year. The object of the experiment has been the reduction of illicit distillation, which was so rife in these districts in the past that the consumption of illicit liquor was estimated to be at least equal to that of licit. The experiment, which has been the subject of a special report, has resulted in a very great increase in recorded consumption, a large part of which is put down to the substitution of licit for illicit supplies and to export into neighbouring native states. The price of spirits in these districts was increased with effect from the 1st April 1907.

Outside the area affected by the experiment, there was an increase in consumption of about 5 per cent. The growth is attributed in these, as well as in the Sikh districts, to the stimulus of plague and high wages, and would have probably been greater but for the high price of gur. Plague has had a twofold influence in stimulating consumption. On the one hand, panic and a widespread belief that spirits are a prophylactic have driven the people to drink, and on the other hand plague has made labour so scarce as to enable the menials to earn much larger wages, which, in the absence of any prejudice to the contrary, their first impulse is to spend in the wine shops. No tari is consumed in the Punjab.

There was some increase in the consumption of opium during the year, perhaps due to its being taken sometimes as a supposed remedy for plague. About one-third of the amount retailed was grown in the province. Malwa opium is imported, and pays an import duty of Rs. 4 per seer, while that coming from Kashmir and the Hill States pays Rs. 2 per seer.

The trade in cocaine was brought under regulation during the year.

North-West Frontier Province.

The excise receipts in the North-West Frontier Province amounted to £14,986 only, and there is nothing which need be noticed in the working of the excise system.

Burma.

In Burma the gross excise revenue during the past three years was raised thus :—

Receipts from	1905–06.	1906–07.
	£	£
Imported liquors - - - - - - -	76,462	62,537
Country spirit - - - - - - -	38,495	31,992
Toddy and rice-beer, &c. - - - - -	153,661	144,085
Opium - - - - - - - -	322,533	307,587
Fines, &c. - - - - - - -	2,873	3,064
Total - - - - - -	594,024	549,265
Add,—Customs duty on imported liquors - - -	114,838	102,122
Total revenue from drink and drugs - - £	708,862	651,387

Excise.

The receipts under all the main heads show a reaction from the increases of the two preceding years. This may be partly due to certain changes of policy which have been recently introduced, although Burma was excluded from the investigations of the Excise Committee. The category of "imported liquors" includes plain spirit from Java and the Straits Settlements, and is consumed by the class which in most other provinces confines its potations to country spirit. The decrease under this head may be partly due to a recent increase in the duty on imported liquors. The contract distillery system for the production of country spirit was introduced into the Tenasserin Division during the year, and the area under the out-still system was further reduced. The partial substitution of country for imported spirit, and the absence of evidence as to the value of licence fees under the new conditions, leading to a decrease in the receipts from their sale, render the figures of the year unreliable for comparison. In Upper Burma *tari* is the only alcoholic liquor whose sale to native Burmans is permitted.

Under the opium systems in force in Lower Burma, and recently introduced into Upper Burma, the revenue is derived chiefly from the sale of excise opium at fixed wholesale rates to the licensed retail vendors, the number of shops being now fixed at 88 for Lower Burma and 38 for the Upper province, and sales being restricted, as regards Burmans, to those who were registered as consumers in the year 1893. The falling off in the receipts for the year may be due to the closer supervision of sales at the shops by the officers in charge, but, as it is said that in Lower Burma little or no advance has been made in the suppression of opium smuggling into the province, it may well be that the success achieved in the control of licit sales has been counterbalanced by an increase in the illicit consumption. It is believed that there is a large contraband trade in opium both from China and Bengal. A scheme for the entire re-organisation of the excise staff in Rangoon, so as to allow of the better detection of smuggled opium, is now under consideration.

Central Provinces and Berar.

In the Central Provinces and Berar the excise receipts of recent years have been as follows:—

Receipts from	Central Provinces.				Berar.			
	1903–04.	1904–05.	1905–06.	1906–07.	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£	£	£	£	£
Country spirits and toddy.	111,990	143,834	181,067	230,008	101,862	130,159	182,163	198,325
Opium - -	58,079	65,983	67,446	72,900	27,782	29,952	39,564	50,388
Ganja - -	14,435	17,303	19,745	23,184	3,361	4,191	6,437	6,717
Miscellaneous, including foreign liquors.	3,605	3,835	2,588	3,494	599	545	873	859
Total - - £	188,109	230,955	270,846	329,586	133,604	164,847	229,037	256,289

This table shows a notable and progressive increase in the country spirit revenue, which constitutes nearly the whole of the first item. But this increase has not been accompanied by a corresponding growth in consumption. With the introduction and extension of the contract supply system, it was expected that there would be an increase in revenue from direct duty; but a large increase, at the same time, in the receipts from licence fees, on account of severe competition in the retail market, shows that the limit of expedient taxation of a direct kind has not yet been reached. In Berar the consumption of country spirit remained almost stationary during the year. In the areas of the Central Provinces for which exact comparison is possible consumption has risen by only 11 per cent., an increase wholly disproportionate to the increase in revenue. The consumption of hemp drugs has decreased by more than 5 per cent., the increased revenue receipts being due to higher rates of duty on ganja and bhang. The increase in opium revenue is also chiefly due to increased duties.

Excise.

The contract distillery system had been introduced by the end of the year into the whole of Berar and into twelve districts of the Central Provinces. Out-stills were responsible for less than 10 per cent. of the revenue from country spirit. The Government revenue from tari is derived from licence fees, the right to manufacture and sell being sold by auction annually. Since 1903–04 a reduction of nearly 25 per cent. has been effected in the number of shops for the retail sale of liquor and drugs. Consumption is highest in the town and cantonment of Jubbulpore, and in the districts of Bhandara, Chanda, Ellichpur, and Betul, the last three of which are largely inhabited by aboriginal tribes.

Eastern Bengal and Assam.

The excise revenue of the new province of Eastern Bengal and Assam for the last three years was as follows :—

Receipts from	1904–05.	1905–06.	1906–07.
	£	£	£
Country spirits	107,983	113,604	124,622
Imported liquors and rum	9,752	10,334	7,858
Opium	157,783	163,718	173,309
Ganja and its compounds	101,718	118,618	110,855
Miscellaneous, including toddy, &c.	5,096	5,003	4,802
Total £	382,332	411,277	421,446

Note.—These figures do not include small amounts raised in the Hill districts, where the excise administration is kept to some extent distinct.

No change was made during the year under report in the three systems—out-still, central distillery, and contract distillery—in force, the greater part of the province remaining under the out-still system. But plans for the complete introduction of the contract distillery system in all the plains districts of the province were under consideration. No comparison of the consumption of spirits with the consumption in the preceding year can be given, as under the out-still system no trustworthy records of output are available ; the total number of out-stills licensed fell from 554 to 506. It is stated that sales of imported liquor were largely diminished by the *Swadeshi* movement.

Nearly 77 per cent. of the opium consumption was due to the Assam Valley districts ; the total consumption was 1,871 maunds of opium, or about 6 per cent. more than in 1905–06. There seems to be some evidence of an increase in the habit amongst the cultivating classes resulting from the increased prosperity of recent years. Ganja is chiefly consumed in the Eastern Bengal districts ; there was a further decrease in the total consumption, but is is said that the ganja habit is spreading among tea garden coolies in Assam, the drug to a certain extent taking the place of liquor.

Madras.

The gross excise revenue of Madras during the last four years was raised thus :—

Receipts from	1903-04.	1904–05.	1905–06.	1906–07.
	£	£	£	£
Country spirits	478,515	512,616	507,139	573,879
Toddy	585,706	621,837	639,547	661,510
Foreign liquors and miscellaneous	33,330	34,058	39,212	37,400
Opium and other drugs	76,719	82,619	86,134	92,602
Total	1,174,270	1,251,130	1,272,032	1,365,391
Add,—Customs duty on imported liquors	76,631	77,232	85,387	75,511
Total Revenue from Drink and Drugs £	1,250,901	1,328,362	1,357,419	1,440,902

The contract distillery supply system which is in force over the greater part of Madras has now been taken as the best model for imitation in most other provinces. The distilleries are all private concerns working on European methods. In some small tracts non-distillery systems are in force, but these areas are being restricted. The amount of country spirits consumed in 1906–07 in distillery areas is returned as 1,411,000 proof gallons, compared with 1,222,000 gallons in 1905–06 and 1,272,000 gallons in 1904–05. The increase is attributed to a favourable season. Over nearly the whole of the Presidency a tree tax, ranging from 1 rupee to 6 rupees a year, is imposed on all palm trees tapped for fermented toddy, while the shops for retail sale of toddy are separately sold by auction to the highest bidder. The amount of toddy consumed in the Presidency cannot be stated; the increase in the revenue was chiefly due to enhanced rates of tree tax which came into force over a large part of the Presidency, with effect from October 1906. Excise.

The use of opium is almost restricted to the districts in the north-east of the Presidency, chiefly the Godavari district, where the rate of consumption is relatively high, and to the Madras Town Circle The quantity consumed in the Presidency, excluding that issued to Native States, is given as 953 maunds, compared with 935 maunds in 1905–06 and 955 maunds in 1904–05.

The general fiscal results of the excise management in Bombay, Sind, and Aden during the last four years were— Bombay.

Gross Receipts from	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£
Country spirits	579,003	661,456	685,738	727,029
Toddy	103,467	110,054	111,803	114,816
Foreign and Indo-European liquors	23,353	25,497	21,498	23,738
Opium	56,829	70,663	67,403	64,859
Other intoxicating drugs	33,104	51,045	57,658	52,253
Miscellaneous items	5,409	5,601	5,424	4,842
Total Excise Revenue	801,165	924,316	949,524	987,537
Add,—Customs duties on imported liquors	215,148	213,265	255,736	229,341
Total Revenue from Drink and Drugs - £	1,016,313	1,137,581	1,205,260	1,216,878

According to the form of the central distillery system which obtains throughout almost the whole of the Bombay Presidency, the monopolies of manufacture and sale of country spirit over an excise area are sold together to one contractor, who guarantees a fixed minimum return of duty to the Government; and nearly all the revenue is obtained from still-head duties. The contract supply system of Madras, by which the monopoly of manufacture is separated from that of retail vend and an appreciable part of the revenue is obtained from the auction sale of shop licences, has now been introduced into six districts.

More than one-third of all the distillery liquor drunk in India is consumed in the Bombay Presidency, and the issues of country spirit for consumption in the distillery areas exceeded 2½ million proof gallons, the average for the five years preceding being slightly in excess of 2 million gallons per annum. In Bombay city, where the rate of consumption is highest, there was a decrease during the year.

Stamps.

Stamps.

The stamp revenue is leviable under Act VII. of 1870 (the Court Fees Act), which imposes fees on plaints, petitions, and other documents, with specified exceptions, filed before civil, criminal, or revenue courts, and under Act II. of 1899 (the Stamp Act), which imposes duties on commercial transactions recorded in writing, such as conveyances, bonds, cheques, bills of

STAMPS. exchange, receipts, and the like. The following table gives the stamp receipts, province by province, for the year 1906–07 :—

	India (General).	Bengal.	Eastern Bengal and Assam.	United Provinces.	Punjab.	North-West Frontier Province.	Burma.	Central Provinces and Berar.	Madras.	Bombay.	TOTAL.
	£	£	£	£	£	£	£	£	£	£	£
Sale of court fee stamps	15,296	680,948	434,906	473,346	172,703	17,667	165,285	99,489	406,233	216,616	2,682,489
Sale of commercial and other stamps.	8,562	286,306	168,296	139,051	90,256	10,272	92,078	63,645	243,806	190,857	1,293,129
Fines and miscellaneous	1,474	13,193	1,379	2,357	6,933	171	7,747	898	10,153	9,985	54,290
Gross Stamp Revenue of 1906-07.	25,332	980,447	604,581	614,754	169,892	28,110	265,110	164,032	660,192	417,458	4,029,908
Deduct — Refunds and charges.	−46,705	36,865	28,250	22,308	14,121	1,547	12,264	8,794	32,177	20,548	130,169
Net Revenue of 1906-07	72,037	943,582	576,331	592,446	155,771	26,563	252,846	155,238	628,015	396,910	3,899,739
Net Revenue of 1905-06	26,750	1,176,960	298,483	573,541	247,735	25,781	237,089	161,430	592,209	406,184	3,748,162

CUSTOMS.

CUSTOMS.

Import duties, which had been abolished in India in 1882, and were re-imposed in 1894, are levied, generally speaking, at the rate of 5 per cent. of the value of the goods. The chief, though not the only, exceptions are railway material, machinery which is worked by power other than manual or animal labour, food grains, living animals, raw materials such as coal, jute, raw cotton, or wool, books, gold and unset precious stones, which are all admitted free of duty ; petroleum, which pays 1 anna per gallon ; and articles of iron and steel, on which an import duty of 1 per cent. *ad valorem* is levied. At first cotton goods were exempted, but in December 1894 a 5 per cent. duty *ad valorem* was imposed on imported cotton goods and yarns, while a countervailing excise duty of equal amount was imposed on all yarns of counts above 20 spun at power mills in British India. In February 1896 the cotton duties were revised ; all cotton yarns and thread, whether imported or manufactured in India, were freed from duty, while a uniform duty of 3½ per cent. *ad valorem* was imposed on all woven cotton goods imported from abroad or manufactured in India at power mills, the products of the village handloom industry being exempted. A duty is levied on exported rice and rice-flour at the rate of 3 annas per maund of 82⅔ lbs. of unhusked rice. An Act empowering the Government of India to put a countervailing duty on any imported goods which have received a bounty, direct or indirect, from the country of export, was passed in 1899 ; and this was put in force with regard to sugar. Subsequently, in accordance with the principles of the Brussels Convention, and in view of the protection enjoyed by the sugar-growers of certain countries in their home markets, Act VIII. of 1902 was passed, by which the Government was further authorised to impose a special additional duty on sugar coming from countries where the duties on imported sugar exceeded those levied on locally produced sugar by 6 francs per 100 kilogrammes in the case of refined sugar, or 5½ francs for other sugar, the amount of the additional duty being one-half of such excess. Thus, under the legislation of 1899 as amended by that of 1902, the Government of India have power to impose countervailing duties in respect of direct and also of indirect bounties. But since the Brussels Convention took effect, sugar, which is the produce of any of the countries adhering to the Convention, has not been subject to any duty in excess of the ordinary tariff rate. Sugar entering India from the Argentine Republic, Chile, Denmark, or Russia was subject to various rates of countervailing duty during the year under report ; but the amount of such sugar is negligible.

The appended table shows the changes in the net customs revenue caused by the above-mentioned changes, giving the figures for 1894–95, during which the new tariff was in force, with the addition of the 5 per cent. duty on cotton goods from the 27th December 1894 ; 1895–96, during which the tariff

remained as at the end of the previous year, until the reduction of the cotton duties in February 1896 ; and the four most recent years. CUSTOMS.

The Tariff Schedule was revised in December 1906, the new schedule coming into force on 1st January 1907; the principal changes were in the valuations of cotton fabrics for tariff purposes and in the list of cotton goods recognised as piece goods. No important change in customs procedure was made during the year.

——	1894–95.	1895–96.	1903–04.	1904–05.	1905–06.	1906–07.
Sea Customs, import duty :	£	£	£	£	£	£
Arms, ammunition, and military stores.	10,126	11,403	8,252	10,925	10,796	10,996
Liquors	406,355	440,669	542,196	552,141	646,286	561,401
Petroleum	213,118	270,782	291,303	303,465	241,125	246,120
Cotton manufactures	256,631	776,483	653,193	803,324	877,330	850,479
Silver bullion and coin	230,557	231,859	267,069	267,691	194,685	260,637
Other metals	135,078	168,641	222,827	227,170	202,911	226,776
Sugar	630,450	686,725	211,993	218,061	266,216	284,936
Other articles			720,784	815,028	845,346	870,143
Export duty on rice	594,017	609,581	780,863	858,958	751,115	681,816
Miscellaneous	6,694	1,770	21,674	22,698	21,169	24,871
TOTAL Sea Customs	2,483,026	3,197,913	3,675,010	4,079,461	4,056,757	4,018,175
Land Customs	15,884	13,397	21,307	24,630	20,059	20,351
Excise duty on cotton manufactures.	6,897	40,632	135,740	155,577	178,071	190,947
Miscellaneous (including warehouse and wharf rents).	10,773	18,672	18,767	19,044	17,523	17,290
TOTAL NET CUSTOMS REVENUE.	2,516,580	3,270,614	3,850,824	4,278,712	4,272,410	4,246,763

The receipts from import duties show an increase, following the course of the import trade, but the yield of the export duty on rice again fell. The receipts from the excise duty on cotton goods made in power mills continued to expand, and are a satisfactory indication of the prosperity of that industry.

PROVINCIAL RATES.

PROVINCIAL RATES.

At the end of the year 1904–05 some famine cesses in Northern India and the Central Provinces were abolished, and this was followed in 1906 by a further measure of remission, by which the cesses for the district post and practically all those levied under the various names of patwari cess, village service cess, and the like, in Madras, the Central Provinces, the United Provinces, the Punjab, the North-West Frontier Province, Ajmere, and Coorg, were abolished; the amount so remitted being £547,900 a year. Certain petty appropriations hitherto made from the funds of local boards for various provincial purposes were also discontinued, a further sum of £38,800 being surrendered.

By these changes it is claimed that the system of local taxation has been placed on a sound basis. The object which they are intended to secure is the restriction of provincial rates or cesses to those, supplementary to the land revenue proper, which are levied on the land, by, or on behalf of, local authorities, to meet expenditure by them on local objects ; and their limitation to what is required for local administration by local bodies. This object has not been completely attained, as certain exceptions still survive, but the most important of the cesses having a different purpose have been cleared away.

PROVINCIAL RATES.

The following is a table of the rates and cesses collected during the year 1906–07 :—

—	India (General).	Bengal.	United Provinces.	Punjab.	North-West Frontier Province.	Burma.	Central Provinces and Berar.	Eastern Bengal and Assam.	Madras.	Bombay.	TOTAL.
REVENUE.	£	£	£	£	£	£	£	£	£	£	£
District Local Fund :											
Cess on Land for expenditure on roads, schools, hospitals, and general purposes, and for railways in Madras.	1,666	233,060	383,093	173,922	13,106	127,195	62,654	153,294	454,455	214,034	1,816,479
Provincial :											
Cess on land for expenditure on roads, schools, &c.	—	232,765	—	—	—	—	—	104,080	—	—	336,845
Cess on land for canals and railways.	—	—	—	1,043	1	—	—	—	—	—	1,044
Cess on land for village service and patwaris.	—	—	—	4,076	497	—	19,945	—	7,069	—	31,587
Assessment on wards' estates for establishment charges.	—	8,452	11,669	1,175	1,173	—	—	3,389	—	—	25,858
Miscellaneous - - -	2,448	—	64,196	—	—	—	—	—	2,120	—	68,764
Total Receipts -	4,114	474,277	458,958	180,218	14,777	127,195	82,599	260,762	463,644	214,034	2,280,577
Refunds and charges of collection.	3	18,579	889	470	12	5,479	177	7,450	352	3,936	37,346
Net Receipts, 1906-07 -	4,111	455,698	458,069	179,748	14,765	122,716	82,422	253,312	463,292	210,098	2,243,231
Net Receipts, 1905–06 -	5,970	576,950	634,598	285,909	21,681	116,302	116,348	154,427	637,161	205,699	2,755,045

INCOME TAX.

General.

INCOME TAX.

The principal provisions of the Income Tax Act (II. of 1886) are that incomes derived from salaries and pensions, or from interest on securities (classed as Parts I. and III. in the returns), if amounting to Rs. 2,000 per annum, should pay 5 pies in the rupee (equal to $6\frac{1}{4}d.$ in the £), and if less than Rs. 2,000, 4 pies in the rupee ($5d.$ in the £); that companies (Part II.) should pay 5 pies in the rupee on their net profits; and that income derived from other sources (Part IV.) should pay according to a graded scale from Rs. 20 on an income of Rs. 1,000 to Rs. 42 on Rs. 1,999, the tax on incomes of Rs. 2,000 and upwards being 5 pies in the rupee. All incomes of less than Rs. 1,000 (£66$\frac{2}{3}$) a year were exempted by an Act passed at the beginning of the year 1903–04, which substituted that minimum limit for the limit of Rs. 500 which previously existed. The tax is not levied on profits or incomes derived from agriculture, or on military salaries of less than Rs. 500 a month (£400 a year).

The receipts and charges on account of income tax in each province were as follows :—

—	Net Receipts, 1905–06.	1906–07.		
		Gross Collections, less Refunds.	Collection Charges.	Net Receipts.
	£	£	£	£
India (General) - - -	131,890	135,939	98	135,841
Bengal - - - - -	327,458	326,846	10,015	316,835
Eastern Bengal and Assam - -	38,204	68,784	1,905	66,879
United Provinces - - -	139,766	142,969	21	142,948
Punjab - - - -	84,590	91,890	719	91,171
North-West Frontier Province -	7,693	8,308	57	8,251
Burma - - - - -	101,635	105,187	2,551	102,636
Central Provinces and Berar - -	36,690	39,791	688	39,103
Madras - - - - -	172,462	184,572	2,185	182,387
Bombay - - - -	251,665	312,043	5,590	306,453
Total - - - £	1,292,053	1,416,327	23,828	1,392,499

INCOME TAX.

The figures in the following table taken from the provincial reports give the income tax levied under Parts II. and IV. and the incidence per head of population in towns of more than 200,000 inhabitants :—

	Population.	Collections 1906–07.	Incidence per head of Population.	Collections 1905–06.
		£	s. d.	£
Calcutta	1,067,911	145,919	2 9	138,768
Bombay	977,822	143,688	2 11	101,781
Madras	509,346	*	*	*
Lucknow	264,049	*	0 3½†	3,801†
Rangoon	240,970	40,380	3 4	43,782
Benares	209,331	*	0 3½†	3,027†
Delhi	208,575	9,680	0 11	7,368
Lahore	202,964	3,969	0 4	3,822

* Figures not available. † 1904–05.

CHAPTER IX.

FORESTS.

FORESTS.

The subjoined table gives the forest receipts, expenditure, and net revenue for each province during the year 1906–07, as given in the Finance and Revenue Accounts :—

	India (General).	Bengal.	United Provinces.	Punjab.	North West Frontier Province.	Burma.	Central Provinces and Berar.	Eastern Bengal and Assam.	Madras.	Bombay.	TOTAL.
REVENUE.	£	£	£	£	£	£	£	£	£	£	£
Receipts - - -	59,638	71,053	166,841	107,029	12,214	654,169	160,077	88,039	219,378	228,165	1,766,601
EXPENDITURE.											
Conservancy and Works -	23,785	21,863	56,930	53,031	4,441	155,352	34,996	25,740	101,399	65,564	543,151
General direction, Establishment, &c. - -	30,289	20,303	29,780	23,213	1,802	90,907	54,529	21,451	61,979	67,153	403,406
TOTAL Expenditure -	54,075	42,166	86,710	76,294	6,243	246,259	89,525	47,191	165,377	132,717	946,557
Net Revenue or Forest Surplus, 1906–07 -	5,563	28,887	80,134	30,735	5,971	407,910	70,542	30,848	54,001	95,448	820,044
Net Revenue or Forest Surplus, 1905–06 -	10,721	35,002	68,549	34,533	2,219	426,121	76,131	34,146	46,733	90,593	824,748
Net Revenue or Forest Surplus, 1904–05 -	10,172	31,926	67,049	57,472	1,069	387,522	46,190	20,801	56,207	74,451	732,859

FORESTS.

Systematic conservancy of the Indian forests is based on the Forest Law of 1878, which gave to the Government powers of dealing with private rights in the forests of which the chief proprietary right is vested in the State. Forest administration is based upon the principle that State forests should be administered for the public benefit; they are worked, therefore, with a view to combining all reasonable facilities for their use by the public with the protection necessary for their preservation as sources of fuel and timber, and retainers of moisture in the soil. The forests are classified, according to the degree of completeness of the management undertaken, as "reserved," "protected" or "unclassed." In the case of reserved areas the control of the Forest Department is more complete than in the case of the protected or unclassed forests. In the latter category, the area of which cannot be stated with any great exactness, there are included large tracts of uncultivated land, especially in Burma, much of which will in all probability pass into cultivation as agricultural land. Among the most important measures of conservancy are the exclusion, so far as possible, of the yearly fires which used to devastate the forests, the maintenance of a supply of seed-bearing trees, and the regular reproduction of timber of the more valuable kinds. At the present time the reserves cover an area of nearly 92,000 square miles; and they may hereafter be further extended in Madras and Burma, where the work of reservation is as yet incomplete. Outside the reserves there are about 168,000 square miles of State forests, including 12,500 square miles of protected forests, nearly 9,100 square miles of "district protected forests" in the United Provinces, and a small area of leased forests. Some part of this area will eventually be brought within the "reserve" area, and all of it is, with more or less completeness, managed and worked for the benefit of the people, of their cattle, and of the public revenue. The forests with which this chapter deals are, almost exclusively, those which belong to the State. The limited areas of private forest, except where they have been leased to the Government, are being gradually exhausted; and few private communal or village forests have been successfully brought under conservancy. In every province a very few of the most valuable timber trees are declared to be reserved trees, and can only be felled under special licence. Outside

the reserves, the country folk are generally allowed to obtain from the State forests timber, bamboos, firewood, and grass for their own use free of charge; inside the reserves, persons specially licensed are allowed to extract timber or other produce, on payment of fees, though all rights recognised by the forest settlements are preserved to the public. Forest revenue is raised by royalties on, or by the sale of, timber or other produce and by the issue at specified fees of permits to graze cattle, or to extract for sale timber, firewood, charcoal, bamboos, canes, and minor forest produce. Some of the better-managed Native States, such as Kashmir, Mysore, Travancore and Baroda, have followed the example of the British Government, and have organised a systematic forest administration, from which they enjoy a considerable forest revenue. FORESTS.

The following paragraphs treat of forest administration in each province.

In Bengal, at the end of the year, the areas of reserved and protected forests were 4,240 and 3,432 square miles, the latter figure including 600 square miles under the control of the local revenue officials. Working plans had been provided for 5,093 square miles, and the preparation of further plans was in progress during the year. Attempt was made to exclude fire from 1,879 square miles, and only 0·38 per cent. of this area was burnt, the season having been very favourable for fire protection. The rubber plantation (*ficus elastica*) in the Tista division has been so far very successful; good progress was also made with the teak plantation recently started in Southern Puri. The yield of timber was nearly five million cubic feet, a small increase on the yield of the previous year, the apparent decrease being due to a revised method of measurement; the out-turn of fuel (29,700,000 cubic feet) was rather larger than in the previous year; the number of bamboos taken from the forests was 11½ millions. Tigers are reported to have killed 114 forest workmen, against 166 in the previous year. The net financial result was rather better than in 1905–06. The forests are well provided with young growth of trees of valuable kinds, and the net revenue should show a steady increase in the future. Though the Department endeavours to sell marketable produce in such ways that it may obtain the benefit of increases in market prices, it is not its object to run up these prices; as large quantities as possible of the kinds of produce in demand are placed at the disposal of customers. Bengal.

In the United Provinces the area of reserved forests was 3,934 square miles, in addition to 157 square miles of leased forests; there was also an area of 9,070 square miles of "district protected forests," which are under the Forest Act, but are controlled by district officers, and 43 square miles of unclassed forest. The greater part of the area under the Department is settled and surveyed, and worked under regular working plans. Protection from fire was attempted over 3,200 square miles; the year was favourable and only one per cent. of this area was burnt. The area thrown open to cattle, for the whole or part of the year, was 1,280 square miles, besides the large area of district protected forests. The yield of the forests was 7⅓ million cubic feet of timber, 11¾ million cubic feet of fuel, and 15¾ million bamboos, besides minor produce. The removal of forest produce is almost entirely carried on by outside agency. The only important departmental operations are the supply of fuel to Naini Tal, the export of railway sleepers which have fallen considerably in value, and the manufacture of turpentine. The latter industry was being conducted in the Naini Tal division on an increasing scale and at a satisfactory profit. United Provinces.

The reserved forest area administered by the Punjab Forest Department at the end of 1906–07 comprised 1,808 square miles, besides 114 square miles under military or other control. The protected forests aggregated 5,241 square miles, while there is an area of 1,756 square miles of "unclassed" forest, and 526 square miles of leased forests. Some valuable additions were made during the year to the reserved forests of the province, but the total area in charge of the Forest Department was reduced by 48 square miles chiefly by transfer to the Colonization Department or disforestation on account of the new colonies. Working plans had been completed for 4,145 square miles of the 9,445 square miles of forest under the Department; 152 miles Punjab.

Forests. of paths were constructed as compared with 138 miles in the previous year, and this was an important part of the work of the department. The year was very favourable as regards forest fire protection, on account of the wetness of the season, and the area damaged was the lowest for many years; special fire protection was attempted over an area of 919 square miles, of which only 0·48 per cent. was burnt. The total timber out-turn was $4\frac{2}{3}$ million cubic feet or 52 per cent. less than that of the previous year; the fuel out-turn was $23\frac{1}{6}$ million cubic feet or 18 per cent. less than in 1905–06. The decline is ascribed to a variety of causes of which the chief were the shortage of labour and the gradual supersession of wood fuel by coal. As a result the net profits of the year (£27,200) were less by £6,900 than in 1905–06. More than 90 per cent. of the area of the forests was open to all cattle for grazing. The difficulty of protecting forests from damage by agricultural animals is increasing owing to the growth in the profits of pastoral farming. Flocks of sheep and goats have largely increased, and it is not easy to strike a fair balance between the immediate interests of the people on the one hand and those of forest conservancy on the other.

North-West Frontier Province. In 1006–07 the total area of the reserves under the direct control of the Department in the Frontier Province was 234 square miles, and there were also 120 square miles of civil protected forests. It is not necessary to enter into the details of the working of this area; there has been a steady and substantial increase in the out-turn of timber, and the net revenue for the year was the highest on record. There was a decrease in the number of forest offences, and the amount of destruction by fire was almost negligible.

Burma. The reserved forest area in Burma was increased by 1,028 square miles during 1906–07, bringing it up to 21,575 square miles; the unclassed forests, much of which will ultimately be cultivated, are given as covering 109,000 square miles, but the real area is unknown, and may be considerably greater than this. Good progress was made with settlement work during the year, and the Forest Survey Branch covered 525 square miles; but the progress of reservation is quicker than that of survey. Working plans had been completed for 4,208 square miles by the end of the year, and plans for a further 3,025 square miles were being compiled. The area in which fire protection was attempted covered 8,466 square miles, of which 5 per cent. was burnt. The question of the effects of fire protection has long been discussed by forest officers. The conclusion has been tentatively reached that it is beneficial in some cases and useless or harmful in others; where rainfall is abundant, protection is probably harmful by promoting growths which retard or destroy the growth of teak; while in dry forests it is probably beneficial. At the Mergui rubber plantation the area under rubber was 1,914 acres; the quality of the rubber has been favourably reported upon, and the lease of the plantation is being offered for sale. A valuable report on the prospects of a paper pulp industry in Burma from an expert, Mr. Sindall, engaged for the purpose, led to many enquiries. The quantity of teak extracted from the forests was nearly 12 million cubic feet, equivalent to 236,568 cubic tons; this is somewhat more than in 1905–06. During the year 400 tons of selected teak squares were supplied to the Admiralty under arrangements made with them. It has been decided to reduce the area worked by the Department, and to throw open to working under the purchase contract system forests which have been worked hitherto departmentally. Of other timbers, 12 million cubic feet were extracted, besides 14 million cubic feet of fuel; these figures show a decline as compared with those of the previous year. The forest surplus of the year amounted to £333,700, which was less by £38,000 than in 1905–06. The forest revenue in Burma appears to be at a standstill, and no great expansion is likely for the next few years. A certain fall must be faced owing to the curtailment of departmental works, and it is probable that the expansion of trade will do little more than counterbalance this until an increased establishment renders it possible to open out new sources of revenue. An important re-organisation of the Imperial and Provincial forest establishments, involving a substantial increase in the number of officers in each branch, was sanctioned during the year. The reconstitution of the local Forest School was being pressed on, and it is hoped that under the new conditions the training of subordinate officers will be much improved.

FORESTS. Central Provinces and Berar.

The grand total of the area of the forests in the Central Provinces and Berar was 22,002 square miles at the end of the year 1906–07. Reclassification of the forests has been in progress, and it is considered that the area of permanent reserves, now fixed at 19,861 square miles, is approximately final. The working plans sanctioned up to the end of the year covered in all 11,847 square miles, or 54 per cent. of the whole, 996 square miles having been completed during the year; but in respect of 2,257 square miles of this area the prescriptions continue to be unsuitable to existing local conditions and are inoperative. For 4,686 square miles of the rest no working plans are required, and for 4,473 square miles they must be prepared in due course. Fire was excluded from 98 per cent. of the 10,660 square miles in which protection was attempted. The rules regulating the details of fire-protection in the Central Provinces have been recently revised, and for the future the system of partial protection has been abolished and replaced by the more thorough methods hitherto designated as "systematic protection." Eighty-two per cent. of the area of the forests was open to cattle for grazing during the whole or part of the year, and the number of cattle grazed was about $4\frac{2}{3}$ millions, as compared with $3\frac{1}{2}$ millions in the previous year; there has been recently a continuous increase in the number of cattle pastured in the Government grazing grounds. The question of making adequate provision for cattle-pasture presents serious difficulties. There is good reason to believe that grazing is excessive and accompanied by serious injury to the forests in many localities, but elsewhere over wide stretches of forest the pasture available is utilised to an extent far below its capacity. The main problem is to effect a more equable distribution of the grazing pressure over the available pasture grounds. The amount of timber removed from the forests during the year, chiefly by private persons, was nearly $4\frac{1}{3}$ million cubic feet, that of fuel $19\frac{1}{3}$ million cubic feet. Only 4 per cent. of the total was collected by Government agency. The utilisation of lac and systematic endeavours to extend its spread in the forests were continued. The financial results continued to show steady improvement. The revenue, £163,200, exceeded that of 1905–06 by 7 per cent., and the average revenue of the three preceding years by 20 per cent. The surplus was £73,600, or 13 per cent. more than in 1905–06. As usual, the greater part (42 per cent.) of the revenue was yielded by grazing and fodder-grass; 37 per cent. being derived from timber and fuel.

Eastern Bengal and Assam.

The forests under the control of the Forest Department, Eastern Bengal and Assam, included 6,250 square miles of departmental reserves, 22,956 square miles of unclassed forests, and 11 square miles of other reserved or protected forests. The unclassed forests, however, consist very largely of grass or treeless waste in Assam, and part of their area is more or less regularly under cultivation. Working plans had been prepared for 1,103 square miles by the end of the year 1906–07. Special fire protective measures extended over 1,497 square miles, and were almost completely successful; protection was attempted on a less ambitious scale over about 200 square miles in Goalpara, about 4 per cent. of that area being burnt. The grazing question presents no difficulties in the province; about 26 per cent. of the reserves was opened to cattle, and the large area of unclassed forest was open to all animals throughout the year, on payment by professional graziers and free to ryots. The seeding of sâl was good—except in the relatively damp forests. The rubber plantations (*ficus elastica*) at Charduar were kept in good order; arrangements were being made for their disposal by lease. Efforts are being made to introduce the cultivation of *ficus elastica* elsewhere in the province. The gross yield of the forests is given as $5\frac{3}{4}$ million cubic feet of timber and $11\frac{1}{3}$ million cubic feet of fuel. In recent years there has been a steady growth of net revenue.

Madras.

The total area of reserves in Madras was 19,620 square miles, of which 18,541 square miles were classed as forests, 256 square miles being added during the year. The early completion of the remaining settlement work is anticipated, and the total of settled and systematically protected forest will amount approximately to one-seventh of the area of the Presidency, excluding the great feudatory States. A Survey of India party continued to work in the Presidency, and a certain amount of departmental survey was also done. As regards the management of the forests, detailed working plans were

Forests. sanctioned for 602 square miles during the year, and plans for 1,041 square miles were under preparation; the area for which working plans have still to be prepared is estimated to be 8,913 square miles. Protection from fire was undertaken over 7,357 square miles, and was successful in only 92·8 per cent. of that area, on account of incendiarism and an abnormal season in several districts. The regular plantations, consisting chiefly of teak in Malabar, eucalyptus on the Nilgiri and Palni hills, and casuarina on the eastern coast, covered more than 23,000 acres, and there was a large area under other cultural operations. The area of reserves open to cattle for grazing throughout the year was about 17,600 square miles The yield of the forests according to the returns was about $2\frac{1}{2}$ million cubic feet of timber and 24 million cubic feet of fuel, besides 39 millions of bamboos, and other minor produce; the timber included 238,000 cubic feet of teak, and many other valuable woods. The out-turn was greater than in 1905–06, and in spite of increased expenditure the net surplus has been only once exceeded in former years.

Bombay. The area of the reserved forests in the Bombay Presidency was 13,356 square miles at the end of 1906–07, while that of the protected forests was 970 square miles, the total area of forest remaining much the same as in the preceding year. There were also various reserves under the management of the Department, covering an area of about 12,000 square miles, and a large area of fodder reserves and pasture lands under the Revenue Department. Working results were generally good, natural reproduction being excellent almost everywhere. The area of forest fires, however, nearly doubled in Sind and increased by 3 per cent. in the Central Circle. There was a general increase in prosecutions for forest offences in the Central Circle. Financial results were most satisfactory, the Northern Circle showing an increased surplus of over £16,700.

Coorg. The area of reserved forests in Coorg was 476 square miles, while that of the reserved lands was 30 square miles. The management of the protected forests, 570 square miles in area, consisting of village forests, or sacred groves, has been transferred to the revenue authorities. No new working plans were approved during the year; such plans existed for 178 square miles. The steps taken by the Forest Department to deal with the "spike" disease in sandal trees, which form a valuable part of the forest produce, continued to be successful in preventing the disease from spreading to new areas. 730 acres were disafforested for purposes of rubber cultivation. Protection against fire was undertaken over about 203 square miles, and was entirely successful, not a single fire having entered the forests. The out-turn of the forests included 273,000 cubic feet of timber and 79,000 cubic feet of fuel. Elephant catching operations met with good success.

CHAPTER X.

AGRICULTURE AND MINERAL RESOURCES.

Agriculture.

Agriculture.

The greater part of the scheme for the development of agricultural experiment and instruction put forward in 1905, has now been realised in fact. Its objects are based on the principle, which has become generally accepted, that effective improvement in Indian agriculture depends largely, or mainly, on the application of European science to Indian conditions. India has been a land of skilled agriculturists for hundreds of generations, and it is chiefly necessary at present to prosecute, with more system and energy than heretofore, inquiries into the existing methods of Indian agriculture, which will enable the Government to improve and develop them on natural lines. There is, therefore, no intention to make any break in the continuity of work, which has been hitherto in the hands of Provincial Departments of Agriculture; but the necessary researches will be prosecuted with more scientific method and greater scientific knowledge than was previously possible.

This scientific knowledge must inevitably be obtained in the first instance by the recruitment of trained specialists from the United Kingdom; but it is an essential part of the scheme that facilities for the best agricultural training should be available in India, in order that the country may become self-supporting, so far as that is possible, in the scientific development of agricultural methods on lines suited to the local conditions. For this purpose, in addition to the Central Research Institute and Agricultural College at Pusa, which has been provided with a Director and six European experts, there is to be established, in each important province, an agricultural college and research station, equipped with laboratories and class-rooms, and connected with a farm of suitable size. The notes on the provincial reports which follow show that the organisation of several of these institutions is now nearly complete. A staff of specialists has been sanctioned, the number being limited to the minimum requirements in the first instance, the majority of whom have been already appointed and have entered upon their duties.

In each large province, with the exception of the United Provinces, the Department of Agriculture has been separated from the Department of Land Records and placed under a separate Director. Deputy Directors also have been appointed in seven provinces.

The working of the Land Records organisations, formerly dealt with here, is now described in Chapter VII. The following provincial details on the subject of seasons and crops, and agricultural inquiry and experiment, are taken from the reports of the provincial Departments of Agriculture:—

Bengal.

The rainfall in Bengal was not well distributed during the year 1906–07. It was in defect from April to July; in July and August it was general and heavy, especially in North Behar, where the crops were seriously damaged by floods; in October, the critical period for the *aghani* and *rabi* crops, it was unequally distributed. The total area cropped in 1906–07 was 42¼ million acres, against 42⅔ millions in 1905–06, and a normal total of 45 millions. The three rice crops of the year covered 24½ million acres, falling short by 600,000 acres of the area of the previous year, and by 1,600,000 acres of the normal; there was a large increase in the area under jute. It has frequently been asserted that the rapid extension of jute cultivation has been at the expense of the rice crops; but experiment shows that even if the area under jute should enormously increase, the supply of rice need not

AGRICULTURE.

necessarily be endangered, for the ryot can take a crop of jute off the land and also grow his paddy as before. The final estimate of the outturn of autumn crops was 70 per cent. of the normal, and the winter rice crop was estimated to be 73 per cent. of an average crop. Besides the winter rice crop, which is the most important crop of the province, the following crop outturns may be quoted: Autumn rice, 65 per cent. of the normal; jute, 76 per cent.; sugar cane, 89 per cent.; gram, 79 per cent.

The abnormally high prices of food grains during the year were the subject of special inquiry; many causes probably combined to bring about the high range of prices, of which the principal were the poor rice harvests of the two preceding years, and the enormous sums of money received by the cultivators in payment for jute, enabling them to increase their own consumption and to withhold stocks that would otherwise have been thrown upon the market. The high prices naturally benefited those agriculturists who had a surplus to dispose of; but the landless middle classes and the poorer classes outside the jute districts were generally hard pressed. In several districts, however, there was a rise in wages side by side with the high prices of food grains, and the demand for labour was keen throughout the year. In Darbhanga famine was declared and relief works opened.

During the year ten students passed the final examination at the Sibpur College; in view of the establishment of a Provincial Agricultural College near Bhagalpur, the agricultural classes at Sibpur will be closed after November 1908. The organisation of the central seed store was completed. Important experiments with jute were continued with satisfactory results; an account of them was embodied in a vernacular leaflet, which was distributed in large numbers throughout the jute-growing areas of the province. Owing to the repeated failure of the experiments with exotic varieties of cotton, experiments were made with indigenous varieties, satisfactory results being obtained. Experiments were also made with *aman* paddy and the *ikri* variety of sugar cane. The experiment stations, with the crops to which special attention was being given in each, were as follows:—Burdwan (rice and jute), Dumraon (sugar cane and wheat), Sripur (maize, oats, and millet), Cuttack (rice, jute, and potatoes), and Sibpur (jute, rice, sugar cane). Land was prepared for two new stations at Sabaur and Bankipore. Research work was also being conducted with regard to indigo at Sirsia and Pusa, as well as in England.

A scheme was under consideration to give effect to the recommendations of the Committee appointed to inquire into the state of the silk industry, which reported during the year.

United Provinces.

The rains set in gradually during the month of June, and they were exceptionally favourable throughout, except in the east and north-east; the cold weather was unsatisfactory, too dry at first and very much too wet late in the season. The cultivated area of the provinces exceeded that of the previous year by 3 per cent. and the normal by 2·6 per cent. The crop area of the autumn harvest was 24 million acres, and the area under spring crops nearly 20 million acres. Of the autumn crops, early rice ($4\frac{6}{7}$ million acres) yielded 101 per cent. of the normal; millets ($6\frac{4}{7}$ millions) from 93 to 107 per cent.; among spring crops, wheat (7 millions) yielded 102 per cent., barley ($4\frac{2}{7}$ millions) 105 per cent., gram ($5\frac{4}{7}$ millions) 98 per cent. The prevailing high prices were much felt by persons on small fixed incomes and by landless labourers; but there seems to have been a rise in money wages, and there was little unemployment.

Of the ten agricultural stations to be eventually provided in these provinces, four were already in existence. The agricultural college was definitely established, though in temporary quarters; the Economic Botanist and the Agricultural Chemist arrived at Cawnpore, the laboratories for their use being nearly equipped. Among the operations of the Agricultural Department an important place is held by the system of distribution of seed and implements, which is of great and increasing value to the public. The increased number of private farms and the growth of correspondence and of requests for personal advice, suggest a growing popular interest in the operations of the department. Further distribution of acclimatised American cotton seed of the upland type gave generally satisfactory results.

The first wage census of the United Provinces was carried out during the year. AGRICULTURE.

The first phase of the monsoon of 1906 in the Punjab was satisfactory in districts dependent on the rainfall, and the second phase was everywhere excellent. The months of October and November were, as usual, rainless, and no rain fell until the 18th December; but during the season as a whole nearly every district received a rainfall above the average. The total area sown in the year is returned as nearly 30 million acres, or about 9 per cent. above the normal; the proportion of the autumn to the spring harvest was as 37 to 63. Wheat suffered severely both from rust and from heavy showers and hot winds in April; but the outturn was 97 per cent. of the normal. The cotton crop did not suffer so severely as in the preceding year from the attacks of bollworm. Punjab.

The supply of labour was seriously affected by the ravages of plague among the rural population. Owing to the keen competition for its services, labour was master of the situation, and agricultural labourers certainly profited greatly at the expense of the zemindar class. In many villages, where the plague mortality amongst the male population was of unprecedented severity, the crops were left partly uncut owing to the deficiency of labour.

The total area of crops sown on irrigated land in the year 1906–07 was about $10\frac{3}{4}$ million acres, or 36 per cent. of the total cropped area; the figures show a shrinkage when compared with those of the previous year, as the copious rains enabled the cultivators to dispense largely with artificial irrigation. About $6\frac{4}{5}$ million acres of this area were served by Government canals, and $3\frac{1}{5}$ millions were irrigated from wells. Colonisation on the Chenab Canal, the extension of the Western Jumna, Bari Doab, and Sirhind Canals, and the construction of new canals elsewhere, have resulted in a steady increase of the area irrigated by Government canals during recent years; the area in each year since 1899–1900 is noted in the margin. Detailed comparison is not possible owing to the change by which the returns now refer to sown areas and not to matured areas only, as in previous years.

Acres irrigated by Government Canals.	
1899–1900	4,243,524
1901–02	4,530,766
1902–03	4,887,677
1903–04	5,508,896
1904–05	5,374,888
1905–06	5,606,237
1906–07	6,801,161*

* Area sown, not area matured as in previous years.

On the Chenab Canal the area allotted to cultivators has grown steadily from 230,800 acres in 1892 to 1,829,880 acres in the year ending in September 1906, only 97,515 acres remaining for allotment, so that the end of the colonisation operations was fairly in view. The area of crops sown was 1,818,000 acres, which was higher than in the previous year; as much as 15 per cent., however, failed. A good wheat crop and the high prices obtained for it did much to compensate for another failure in cotton. A census of the colony showed a population of 858,000.

In the Jhelum colony the area allotted by the end of the year was 338,782 acres, including 34,000 acres allotted during the year; the area sown with crops was 277,800 acres. Special conditions are imposed in the grants in this colony with regard to horse breeding. The enforcement of the condition of residence has worked satisfactorily, and nearly 8,000 new houses were erected during the year. In the Chunian Colony on the Bari Doab Canal 1,547 acres were allotted, bringing the total up to 74,638 acres, of which 71,795 acres were sown.

A separate Department of Agriculture for the Punjab was organised during the year. The European staff was completed by the appointment of a botanist. It was hoped that a college course would be started at Lyallpur in July 1908, where a combined Agricultural College and Research Institute is to be established. Experiments were conducted at the Lyallpur farm and in other parts of the province with respect to wheat varieties and other matters. Attempts were made to account for and to withstand the bollworm pest which ruined the cotton crop of 1905. No definite conclusion as to the value of indigenous cotton compared with the American and Egyptian varieties has yet been reached.

AGRICULTURE.

North-West Frontier Province.

In the North-West Frontier Province the autumn crop for the year 1906 was excellent, the rains being copious and well distributed. Prospects for the spring harvest were very favourable up to February 1907, and, in spite of bad weather in March and April, the crops were above the average both in area sown and in outturn. The rainfall of the year was everywhere in excess of the normal. The total area sown during the year was nearly three million acres, exceeding that of the previous year by a quarter of a million acres; the area under irrigation was 835,000 acres. Wheat, the most important crop, occupied 1,153,239 acres, or 40 per cent. of the total cropped area. The area sown with cotton shows a steady expansion, and amounted to 62,036 acres.

Central Provinces and Berar.

In the Central Provinces the monsoon of 1906 broke in good time, and the rain was generally ample and well distributed, though somewhat too heavy for the cotton crop. The rainfall was favourable for the generation of the spring crops, and enabled large areas of kharif land which had been somewhat damaged by excessive rain to be re-sown with rabi crops. In spite of the comparative deficiency of the cotton crop, the total outturn of agricultural produce was almost equal to the normal yield of a normal area, the rice crop generally, and the wheat harvest in Chattisgarh being excellent.

The Agricultural School was raised during the year to the status of a college with a three years' course; the progress of agricultural education, however, is still far from satisfactory. A new agricultural station to serve Berar was established at Akola in June 1906, and 11 series of experiments, principally with juar and cotton, were initiated. Further experiments and demonstrations were carried on at the other stations.

Substantial improvement and progress were made by the Agricultural Associations during the year. A general readiness was evinced by them to try the various seeds, implements, and manures recommended to them by the Agricultural Department.

Burma.

In Burma the rains began favourably; in the autumn there was a prolonged break, but the final rains were for the most part good, and allowed the crops to recover. The area of crops rose to $12\frac{1}{2}$ million acres, and there was also an increase in the area under occupation. The rice crop covered about $9\frac{1}{4}$ million acres, which is about the same as in the two years preceding. The final forecast for the 15 chief rice-producing districts of Burma estimated an outturn rather above that of 1905–06, and an increase of 220,000 tons of cargo rice in the surplus available for export. Harvest prices of paddy were abnormally high in all districts. The price of wheat also was generally increased.

The appointment of Director of Agriculture in Burma was sanctioned early in 1906, and the first separation of the department from the Department of Land Records was effected during the year. Plans were under preparation for the establishment of an Agricultural College at Mandalay, which is to have an expert staff, consisting of an all-round agriculturist as principal, an agricultural chemist, and an agricultural botanist. The scheme for the Department contemplates three main agricultural stations; the land for that at Mandalay, in connection with the college, and that at Hmawbi in the Hanthawaddy district, for the study of paddy and other Lower Burma crops, has been already acquired. Some experimental gardens were in existence previously; and seeds of various products which appear to merit investigation are distributed for cultivation in suitable parts of the province. The remarkable advance within recent years of the cultivation of ground-nut is one of the greatest successes which have resulted from the working of this system.

Eastern Bengal and Assam.

The total area cropped in Eastern Bengal and Assam during 1906–07 was about $25\frac{2}{3}$ million acres, or about 4 per cent. below the normal. The area under rice was 16 million acres, which is a million acres below the normal, the total outturn being $6\frac{1}{4}$ million tons. The area under jute rose to 2,665,257 acres. The average wholesale price of rice for the year at eight representative marts was Rs. 4.15 per maund, compared with Rs. 3.7 in the previous year and Rs. 2.11 in 1904–05, which is approximately the normal price of recent times. The great bulk of the population realised high

prices for all their surplus produce; the wages of agricultural labourers rose; and only those whose stock of food grains was considerably below their requirements were seriously affected. AGRICULTURE.

During the year under report the Department of Agriculture was separated from that of Land Records, and progress was made with the organisation of the newly-constituted department, some of the sanctioned staff of expert officers having been recruited. The principal staple crops which were under investigation were jute, cotton, and wheat. The experiments in jute cultivation were in the main satisfactory, and a report published by the Government fibre expert, Mr. R. S. Finlow, shows that the area for jute cultivation is capable of almost indefinite expansion throughout Assam, and that in the Assam valley at least the results should be almost, if not quite, as good as those obtained in the Eastern Bengal districts. Experiments with various kinds of cotton were tried in all the divisions of the Province, and the result was almost universally a failure. The experiments with wheat in the neighbourhood of Lumding were also unsuccessful.

The land for the Government Central Farm at Dacca had been acquired and fenced, and the buildings were in process of erection.

The south-west monsoon in Madras was plentiful and well distributed. The north-east monsoon brought on the whole a normal rainfall, but the distribution was relatively unfavourable, and in consequence the late crops did not do as well as the early one. The total crop area of the year 1906–07 was 29¼ million acres, which was slightly in excess of the normal. The rice crop was normal, and covered about 7⅔ million acres; other food grains were grown on 15½ million acres. The cultivation of cotton, which covered 1¾ million acres, was slightly less than in the previous year, but was well above the normal. The agricultural labourers are still paid in kind as a rule, and they therefore benefit by the rise in prices in respect of the surplus which remains, after satisfying their own needs, for exchange for other commodities. Madras.

The year 1906–07 was the first of the Agricultural Department's working since its reorganisation. A Director was appointed, with two Deputies to assist him, and all the specialists whose appointment had been sanctioned joined their posts within the year. The buildings required for the Agricultural College and Research Institute at Coimbatore were being pushed forward, and it was hoped that they would be completed in the course of 1908. The large farm attached to the Institute was being brought into good order. A new farm was opened during the year at Nandyal. It is proposed to establish eventually an experimental agricultural station in each important and distinctive agricultural tract. Experiments in sugar cane at the Samalkota station were directed to the production of canes which shall be proof against disease, and some progress was made; there was a keen demand from the ryots in the Godavari delta for the new canes. Experiments were also conducted at the various stations in regard to cotton, jute, ground-nut, and agave. Ten installations for the extension of irrigation by pumping were erected by private persons under the auspices of the department.

The character of the season 1906–07 in the Bombay Presidency was on the whole fair. Autumn crops both in the Presidency proper and in Sind gave a fairly good outturn. The spring crops gave a tolerable outturn in Gujarat and the western parts of the Deccan and Karnatak, but were poor elsewhere. The area under crops in the whole Presidency was 29¼ millions of acres, of which 4⅔ millions were in Sind; the figures for the Presidency proper show an increase of about 9 per cent. as compared with the previous year, and those for Sind an increase of 10 per cent. owing to favourable inundations. Forty-five per cent. of the crop area of the Presidency consisted of millets; cotton covered 14 per cent. of it; and pulses 12 per cent. The area irrigated in the Presidency included 3⅓ million acres in Sind irrigated by Government canals, the area irrigated in the Presidency proper rising to 671,000 acres, chiefly of well irrigation. Bombay.

Thirteen agricultural stations were in charge of the Department of Agriculture, and the season was good on the whole, compared with those of the past few years. The most important work was in connection with cotton, and was directed to the breeding of new varieties, the distribution of selected

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seed, and the investigation of the varieties grown in Khandesh. A large number of experiments with sugar cane, ground nut, wheat, tobacco, and other crops were in progress. Progress was made with the organisation of the College of Agriculture at Poona, and the construction of the new buildings, at an estimated cost of £23,000, was in progress. Meanwhile, the work is being carried on at the Poona College of Science. In 1905–06 there were 113 students on the College rolls compared with 27 in 1902–03.

AGRICULTURAL PRODUCE.

AGRICULTURAL PRODUCE.

The following tables show the area under different crops, in British India, and their territorial distribution, for 1905–06, the most recent year for which complete figures are available. The "crop area" is in all cases greater than the area of cultivated land, owing to double cropping. The extent to which this practice prevails is shown at the end of the tables.

TERRITORIAL DISTRIBUTION OF THE PRINCIPAL CROPS IN 1905–06.

Figures in Thousands of Acres, omitting 000.

Administrations.	Rice.	Wheat.	Barley.	Jowar or Cholum (Great Millet).	Bajra or Cumba (Spiked Millet).	Ragi or Marua (Millet).	Maize.	Gram (Pulse).	Other Food-Grains and Pulses.	Total Food-Grains and Pulses.	Oilseeds.	Sugar.
Bengal	25,352	1,259	1,531	158	33	940	1,825	973	4,451	36,522	2,204	501
Eastern Bengal	12,986	160	61	6	1	5	22	63	1,203	14,507	1,477	177
Assam	3,803	10	—	—	—	—	1	—	107	3,922	303	49
United Provinces (Agra).	4,253	4,791	3,137	2,096	1,793	138	1,374	3,697	4,249	25,527	602	954
United Provinces (Oudh).	2,826	1,712	991	353	373	100	797	1,545	2,418	11,115	153	266
Punjab	493	8,505	1,206	694	829	17	896	2,943	1,285	16,868	1,195	155
N. West Frontier Province.	30	917	315	33	71	—	342	113	79	1,900	72	26
Upper Burma	1,964	35	—	856	75	—	95	77	332	3,434	869	32
Lower Burma	7,320	—	—	—	—	—	18	2	29	7,368	63	11
Central Provinces	4,178	3,020	12	1,861	41	19	134	863	4,209	14,337	1,861	18
Berar	28	424	—	2,660	57	—	2	153	534	3,859	267	2
Madras	7,471	15	3	4,702	2,978	1,699	72	135	6,218	23,293	1,907	163
Bombay	1,512	963	23	6,570	4,354	460	158	332	2,575	16,949	1,181	56
Sind	1,014	585	17	670	867	1	1	123	255	3,535	323	3
Minor Provinces (Ajmere, Coorg, and Manpur).	79	5	30	43	32	5	47	7	13	262	7	—
Total	73,310	22,402	7,327	20,703	11,504	3,385	5,786	11,024	27,956	183,398	12,486	2,413

Administrations.	Cotton.	Jute and other Fibres.	Opium.	Tea and Coffee.	Tobacco.	Fodder Crops.	Orchards and Garden Produce.	Miscellaneous Crops.		Total Area cropped.	*Deduct* Area cropped more than once.	Net Area cropped.
								Food.	Non-Food.			
Bengal	73	679	209	†53	165	123	732	808	922	42,983	6,666	36,317
Eastern Bengal	1	2,581	—	†83	364	2	580	581	456	20,809	4,894	15,915
Assam	8	38	—	†339	6	32	363	36	37	5,134	312	4,822
United Provinces (Agra).	1,318	97	254	8	83	870	362	181	136	30,911	5,212	25,699
United Provinces (Oudh).	44	31	184	—	15	122	144	80	12	12,167	2,872	9,295
Punjab	686	44	7	†10	68	2,107	164	391	66	*28,144	4,032	24,112
N. West Frontier Province.	42	—	—	—	10	74	8	38	3	2,584	387	2,197
Upper Burma	163	—	—	†1	27	26	41	101	8	4,703	305	4,398
Lower Burma	10	—	—	—	49	2	362	61	79	8,005	4	8,001
Central Provinces	1,658	87	—	—	12	298	83	52	2	18,407	1,482	16,925
Berar	3,192	27	—	—	14	—	20	—	1	7,421	10	7,411
Madras	1,889	99	—	‡64	132	257	893	511	491	29,771	3,539	26,232
Bombay	3,700	108	—	—	65	23	120	240	4	22,401	424	21,977
Sind	280	1	—	—	9	2	42	77	38	4,241	374	3,867
Minor Provinces (Ajmere, Coorg, and Manpur).	28	—	—	§48	—	—	4	43	1	357	22	335
Total	13,092	3,792	654	607	1,018	3,940	3,917	3,090	2,265	238,040	30,535	207,505

* This total represents the area sown, but details of each crop are conventional harvested areas of normal productiveness, the sum of which falls short of this total.

† Tea. ‡ 51 Coffee; 13 Tea. § Coffee.

Regarding some of the more important staples of Indian agriculture, particulars for the year 1906–07 are given below; they are taken from the crop forecasts published by the Government of India, which in many cases do not correspond exactly with the figures given above for the year 1905–06, the chief difference being due to the inclusion here of Native States. AGRICULTURAL PRODUCE.

The estimated area and yield of wheat is given thus :— Wheat.

	1906–07.		1905–06.		Average for last Five Years.	
	Area.	Yield.	Area.	Yield.	Area.	Yield.
	Acres.	Tons.	Acres.	Tons.	Acres.	Tons.
Punjab	9,037,800	3,282,900	8,572,100	3,510,300	7,366,500	2,618,900
North-West Frontier Province.	1,146,400	305,200	1,024,600	279,700	900,900	247,300
United Provinces	7,039,100	2,164,500	6,478,900	2,428,700	7,131,400	2,577,200
Bengal	1,402,600	388,700	1,248,300	396,600	1,274,700	391,700
Eastern Bengal	158,700	44,000	159,800	50,000	193,000	83,000
Central Provinces and Berar.	3,689,800	904,700	3,443,800	834,400	2,877,900	616,300
Bombay	1,596,200	328,200	1,347,200	275,100	1,835,300	386,000
Sind	623,600	176,600	628,100	196,200	491,400	127,300
Hyderabad	1,039,500	58,000	934,500	41,800	823,000	59,000
Rajputana	810,000	215,000	604,000	145,000	845,000	190,000
Central India	2,895,900	639,800	1,852,100	420,600	1,613,800	376,200
Mysore	4,600	440	2,400	140	4,500	410
Total	29,444,200	8,508,040	26,295,800	8,578,540	25,357,400	7,673,310

The following figures give the quantities (in sers) sold for a rupee in the first half of the months mentioned :—

	Punjab.	United Provinces.	Central Provinces and Berar.	Bombay.
March 1903	15·01	14·75	12·94	10·35
„ 1904	16·85	15·67	14· 1	13·24
„ 1905	14·81	12·13	13·64	12·47
„ 1906	13·15	10·56	11·36	8·86
„ 1907	16·28	12·69	13·34	9·97

Wheat exports are subject to great fluctuations, as will appear from the following particulars :—

2,500 tons in	1900–01	2,150,000 tons in	1904–05
515,000 „	1902–03	938,000 „	1905–06
1,296,000 „	1903–04	802,000 „	1906–07

The combination of a considerable increase in the area under wheat cultivation with a small decrease in the estimated yield is explained by the prevalence of rust, which dull weather rendered very serious over wide extents of country. The yield, however, was well in excess of the average of the five years preceding. 57 per cent. of the total area under wheat in India is in the Punjab and the United Provinces, 51 per cent. of the wheat area in each of these provinces being irrigated.

	Average of previous Five Years.	Previous Year.	Year under Review(*a*).
Outturn, thousands of tons	7,675	7,582	8,578
Exports, thousands of tons	1,053	937	802
Average export value per ton, rupees	86	91	90·5
Imports, thousands of tons	7	23	10

(*a*) In respect of area and outturn, the "year under review" is 1905–06. In respect of exports and imports, the "year under review" is 1906–07. The wheat exported in one financial year is drawn mainly from the crop of the previous year.

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OIL SEEDS.

The area under, and the yield of, the main oil-seed crops for all India may be approximately given thus :—

	Average for preceding Five Years.		1905–06.		1906–07.	
	Area.*	Yield.	Area.*	Yield.	Area.*	Yield.
	Acres.	Tons.	Acres.	Tons.	Acres.	Tons.
Rape and mustard	3,539,200	1,012,600	4,052,800	968,700	4,196,500	1,073,600
Linseed	2,908,600	412,200	2,711,800	352,900	3,028,200	422,300
Sesamum	3,424,100	357,000	3,154,100	292,700	3,101,000	420,600
Groundnut	444,700	Not available	485,900	211,200	601,400	299,000

* These figures do not include an area in the United Provinces, estimated at about 3½ millions of acres, on which the crops are grown mixed with other crops. A conjectural yield for that area is included in the figure given. Apart from this, the figures given above are very unreliable, in regard to both area and yield.

The rape and mustard-seed crop is grown chiefly in the United Provinces, the Punjab, Eastern Bengal, and Bengal; linseed in the United Provinces, the Central Provinces, and Bengal; sesamum in the United Provinces, the Central Provinces, Bombay, Madras, and Hyderabad; and the groundnut area lies chiefly in Madras and Bombay. For oil seeds generally the season was satisfactory. Details relating to the export of seeds, which represent about 16 per cent. of the entire exports of Indian raw produce, are given below :—

Quantity of each Seed exported in the last Five Years (*Unit* 1,000 *cwts.*).

	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
Linseed	6,328	8,616	11,182	5,789	4,379
Rape	3,927	4,343	5,155	1,994	3,725
Cotton	3,974	2,677	2,529	3,891	4,391
Sesamum	3,733	3,513	2,517	1,685	2,741
Groundnuts	1,036	1,922	1,674	1,374	1,725
Castor	1,725	1,567	1,461	1,299	1,501
Poppy	966	1,315	1,363	797	803
Other sorts	478	528	993	747	466
Total	22,194	24,681	26,874	17,576	19,731
Value £	9,922,000	9,677,000	9,607,000	7,073,000	8,680,000

In the last two years a much larger proportion of the linseed grown was retained in the country than formerly, in spite of a rise in the export price. The price of rapeseed per cwt. (at Bombay) rose from Rs. 5½ in 1904 to Rs. 7¼ in 1905, Rs. 8¾ in 1906, and Rs. 9⅜ in 1907. There was a rise of 12 per cent. in the price of cotton seed during the year under review, which is attributed partly to the dearness of linseed.

RICE.

The provinces for which rice crop statistics are given below ordinarily include 78 per cent. of the Indian rice crop :—

	Area in Acres.			Yield in Tons of Cleaned Rice.		
	Average of preceding Five Years.	1905–06.	1906–07.	Average of preceding Five Years.	1905–06.	1906–07.
Bengal	24,064,000	25,150,600	24,506,200	10,654,900	11,398,000	9,773,100
Eastern Bengal and Assam	Not available	15,960,200	16,105,800	Not available	5,069,900	6,123,800
Madras	7,034,000	6,604,400	6,934,900	2,554,900	2,291,700	2,519,800
Lower Burma*	6,622,000	6,713,400	6,988,500	2,917,000	2,724,000	2,840,300
Total	—	54,428,600	54,535,400	—	21,483,600	21,257,000

* Final estimate not available

The total yield of these provinces was expected to be slightly below the yield of 1905–06, chiefly owing to a falling off in Bengal. Other provinces, notably the United Provinces, the Central Provinces, and Madras, produce a large quantity of rice. AGRICULTURAL PRODUCE.

Exports of rice represented 67 per cent. of the total value of food grains exported from India in 1906–07. The most salient features of the trade were the strong internal demand, high prices, the large shipments from Burma to India proper, and the substantial diminution of exports to foreign countries. These facts are probably to be explained partly by a shortage in the crop, and partly by exceptional prosperity and enhanced consuming and holding power amongst cultivators and the population generally. The following statement shows the quantity and value of the exports abroad, which are subject to an export duty of three annas per maund, during each of the last five years :—

	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
Quantity - in tons	2,374,240	2,250,100	2,474,300	2,151,800	1,935,200
Value - in £	12,595,000	12,722,000	13,079,000	12,423,000	12,348,000

The shipments of rice from Burma to India proper amounted in 1906–07 to 821,000 tons, being an increase of 78·4 per cent. on the figures of the previous year, and nearly 171 per cent. on those of 1904–05. In former years almost the whole of these shipments were to Bombay and Madras ; but in 1906–07 about two-thirds went to Bengal and Eastern Bengal. The average declared price for the year of rice exported from Calcutta was Rs. 7 per cwt., compared with Rs. $5\frac{3}{4}$ in the previous year, which was itself an exceptionally high rate. The increase of price in Rangoon was not so marked, but there was, nevertheless, an advance of 19 per cent. during the year. The unprecedented price of rice in Bengal must be largely attributed to the extraordinary prosperity of the cultivators of jute.

The area under cotton in India is returned and estimated as follows for the last three years :— COTTON.

	1904–05.		1905–06.		1906–07.	
	Area (Acres).	Yield in Bales (of 392 lbs. each).	Area (Acres).	Yield in Bales (of 392 lbs. each).	Area (Acres).	Yield in Bales (of 392 lbs. each).
Madras (ryotwari areas only)	1,755,000	132,000	1,597,000	145,000	1,544,000	157,000
Bombay, with Native States, Sind, and Baroda.	6,176,000	893,000	6,948,000	1,282,000	7,458,000	1,895,000
United Provinces - -	1,201,000	368,000	1,372,000	394,000	1,489,000	638,000
Punjab and North-West Frontier Province.	1,674,000	418,000	2,079,000	205,000	1,469,000	370,000
Central Provinces and Berar	4,553,000	1,229,000	4,849,000	818,000	4,852,000	882,000
Nizam's Dominions - -	2,731,000	330,000	2,537,000	303,000	3,486,000	430,000
Burma - - -	189,000	39,000	183,000	35,000	186,000	35,000
Central India - -	846,000	136,000	979,000	130,000	1,177,000	227,000
Rajputana - - -	469,000	186,000	291,000	61,000	428,000	176,000
Bengal - - - -	78,000	20,000	71,000	16,000	75,000	16,000
Eastern Bengal and Assam	50,000	17,000	61,000	17,000	57,000	14,000
Mysore - - -	71,000	5,000	76,000	5,000	89,000	10,000
Ajmere-Merwara - -	52,000	53,000	29,000	15,000	40,000	58,000
Total - -	19,918,000	3,826,000	21,072,000	3,426,000	22,344,000	4,908,000

Of this total area, some 13,537,000 acres are in British territory. This is less than the area cultivated in 1905–06, on account of the shrinkage in the Punjab, where the preceding season had been disastrous for cotton. The total area showed a marked increase, and the character of the season was generally favourable, although the crop suffered from disease and insects in various quarters. The average yield per acre was expected to be about 88 lbs. This would be the largest recorded average yield for all India, but it has often been exceeded in single districts or provinces, and compares very poorly with the estimated average of 233 lbs. per acre in America in 1906.

The exports of raw cotton from India in recent years which, in 1906–07 represented 27 per cent. of the whole value of Indian raw materials exported, have been as follows :—

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1899–1900	4,373,000 cwts.,	valued at	£6,617,000
1901–02	5,700,000 „	„	9,617,000
1903–04	7,931,000 „	„	16,251,000
1904–05	5,657,700 „	„	11,623,000
1905–06	7,396,000 „	„	14,222,000
1906–07	7,397,000 „	„	14,644,000

Prices were somewhat higher than in 1905–06, and the textile trade was very active throughout the world. In India, however, there was a considerable slackening in the late months, and mill consumption fell from 7,234,800 cwts. to 6,948,900 cwts. References have already been made, in the earlier part of this chapter, to the work that is being done in the various provinces with a view to classifying the Indian cottons, introducing the most suitable varieties, and extending the area under cotton cultivation.

TEA.

The following is an estimate of the cultivation and the production of tea in British India and Travancore during recent years; for Southern India and Travancore the figures are not reliable :—

	Area under Tea, in Acres (Mature and Immature Plants).			Production of Tea in Lbs.		
	1904.	1905.	1906.	1904.	1905.	1906.
Bengal	53,000	53,000	51,000	13,953,000	12,781,900	15,531,700
Eastern Bengal	81,700	83,100	83,300	39,933,000	40,788,800	44,602,900
Assam	337,800	339,200	340,500	143,197,000	151,904,800	162,468,000
Madras	13,000	13,500	13,500	1,653,000	1,538,500	3,094,500
United Provinces	8,000	7,900	8,000	2,573,000	2,474,700	2,290,200
Punjab	9,300	9,400	9,400	1,917,000	1,432,300	1,237,700
Travancore and Cochin	24,700	25,300	25,900	9,074,000	10,147,600	11,186,300
Burma	1,400	1,500	1,500	266,000	419,500	438,600
Total	528,900	532,900	533,300	212,566,000	221,488,000	240,849,900

These figures show that the yield continues to increase much faster than the area under cultivation; since 1885 the area has increased by 86 per cent., and the quantity produced by 236 per cent. The production of green tea was reported to be 4,871,000 lbs. in 1904, 3,999,000 lbs. in 1905, and 3,587,000 lbs. in 1906. The year under review was, on the whole, one of the most prosperous recorded in the Indian tea trade. The reduction of the British duty stimulated the market, and the demand for Indian tea was further increased by a contraction of some 3 million lbs. in Ceylon's production and by a shortage in the shipments from China. The tea gardens of India are reported to have given employment during 1906 to 489,000 persons permanently and 81,600 temporarily, there being an addition of 22,000 permanent employés during the year. The capital engaged in the production of tea in India is returned at £14,540,900, but this takes no account of the large but unknown quantity of private capital engaged. An estimate of the consumption of tea in India which appeared in the *Indian Trade Journal* of 12th July 1906 put the consumption of rather less than half the total population at 4·2 million lbs., or ·033 lb. per head. The exports of Indian tea during the last three years are returned as follows :—

	1904–05.	1905–06.	1906–07.
	Lbs.	Lbs.	Lbs.
To United Kingdom	167,844,000	166,754,000	176,344,000
„ Canada	12,607,000	15,019,000	14,494,000
„ Australia and New Zealand	6,601,000	7,729,000	9,499,000
„ Ceylon	1,293,000	2,101,000	4,825,000
„ China, Hong Kong	1,201,000	1,364,000	1,401,000
„ China, Treaty Ports	612,000	1,708,000	3,419,000
„ Russia	9,332,000	9,988,000	13,761,000
„ Germany	930,000	795,000	1,201,000
„ Persia	3,136,000	1,102,000	929,000
„ Turkey	4,372,000	3,846,000	3,713,000
„ United States	2,237,000	2,175,000	1,749,000
„ Other Countries by Sea	2,321,000	2,343,000	3,077,000
„ „ „ „ Land (chiefly Kashmir)	2,258,000	2,373,000	2,300,000
Total	214,784,000	217,297,000	236,732,000

In 1906, 20,806,000 lbs. were re-exported from the United Kingdom, and of this amount 8,250,000 lbs. were consigned to Russia. According to the British returns, the tea imported into the United Kingdom for home consumption or re-export has come from China, India, and Ceylon in the following proportions :— AGRICULTURAL PRODUCE.

In the Year	From China.	From India.	From Ceylon.
1865	93 per cent.	2 per cent.	6 per cent.
1875	86 „	13 „	0 „
1885	66 „	30 „	2 „
1895	16 „	46 „	32 „
1905	5 „	54 „	36 „
1906	4 „	57 „	33 „

The duty levied on tea imported into the United Kingdom was reduced from 6*d.* to 5*d.* with effect from the 14th May 1906. There was also a reduction in the German import duty, which from the 1st March 1906 was equivalent to $1\frac{1}{3}d.$ per lb., compared with $5\frac{1}{2}d.$ before that date. Prices of the principal grades of tea at the Calcutta sales showed a rise of about 8 per cent., and prices generally stood at a higher level than in any year since 1899.

Jute is chiefly grown in Northern and Central Bengal and the eastern districts of Eastern Bengal. Outside the Bengal provinces an appreciable amount is grown in Madras, where the fibre is obtained from a different species of jute, and the cultivation of the plant is also progressing in Nepal. High prices have recently encouraged jute cultivation in Behar, and several thousand acres were under the plant in 1906. The ryot in Bengal is highly susceptible to the influence of prices, and is reported to vary his cultivation from rice to jute and *vice versâ* according to which product commands a better profit in the market. The high prices of recent times have unquestionably favoured jute as opposed to rice. In July 1906 a pamphlet by Mr. R. S. Finlow on the extension of jute cultivation in India was published by the Agricultural Department. JUTE.

The yield of the crop in a normal season is expected to average 15 maunds per acre. The season of 1907 was moderately favourable for jute. The figures for acreage and outturn in the Bengal provinces in recent years have been estimated as follows :—

—	Acreage.	Outturn in Bales (of 400 lbs. each).
1891	1,403,445	5,717,400
1895	2,242,700	5,551,000
1900	2,093,403	6,526,000
1905	3,128,300	8,088,093
1906	3,482,900	9,127,400
1907	3,883,200	9,585,800

These figures do not include statistics for Cooch Behar, Nepal, Madras, and Upper India; the outturn of these tracts in 1906 was reported to be 140,000 bales.

The year under review was one of extraordinary activity and unprecedented profits. It has been computed that the cultivators received some £26·6 millions in payment for jute, and that of this sum about £10 millions was profit, due to the abnormal prices to which the raw material attained. For the 10 years ending with 1897–98 the average price per ton was £13 3*s.* 10*d.*, the highest price obtained being £20 and the lowest £7 10*s.* Since then the sterling highest and lowest prices for medium jute per ton, and the highest and lowest rupee prices for the same quality per bale, at the commencement of any month have been :—

AGRICULTURAL PRODUCE.

	Per Ton in £.		Per Bale in Rs.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	Rs. a.	Rs. a.
1899	14 12 6	11 5 0	39 0	28 8
1900	15 15 0	12 15 0	39 0	34 0
1901	15 0 0	11 2 6	36 8	30 0
1902	13 7 6	11 7 6	36 0	29 0
1903	14 15 0	12 5 0	37 0	28 8
1904	15 5 0	13 2 6	38 8	30 0
1905	19 10 0	16 5 0	46 8	39 0
1906	28 0 0	19 5 0	72 0	47 0
1907*	26 15 0	22 10 0	62 8	54 0

* For the first portion of the year; these prices were not maintained at the close of 1907, and there were symptoms of a fall to the level of 1905.

The total Indian consumption in 1906–07 is estimated at 15 million cwts. For details regarding jute manufactures in India reference may be made to Chapter XV. The fluctuations of the jute export trade during recent years have been as follows :—

Year.	Raw Jute.		Jute Manufactures.	Total Exports.
	Quantity.	Value.	Value.	Value.
	Cwts.	£	£	£
1901–02	14,755,000	7,865,000	5,807,000	13,672,000
1902–03	13,036,000	7,418,000	6,013,000	13,431,000
1903–04	13,721,000	7,812,000	6,313,000	14,125,000
1904–05	12,875,000	7,977,000	6,626,000	14,605,000
1905–06	14,480,000	11,417,000	8,299,000	19,716,000
1906–07	15,970,000	17,892,000	10,477,000	28,369,000

Of the raw jute exports in 1906–07, about 43 per cent. went to the United Kingdom, 22 per cent. to Germany, 13 per cent. to the United States, and 10 per cent. to France.

Prior to 1825 imports of jute into Europe were confused with hemp. In 1832 a Dundee manufacturer showed that it could be used as a substitute for hemp, and since that time jute has steadily gained in favour, although shipments were not large for many years. India has enjoyed so far a virtual monopoly in the production of the fibre. Jute of a satisfactory quality can be successfully grown in the United States and Brazil, but not at a price which enables it to compete with the Indian product. The recent rise, however, has stimulated experimental cultivation in Rhodesia, West Africa, and other parts of the world. The position of Indian jute in the past has depended primarily upon its cheapness, which has enabled it to defeat its possible substitutes, and has prevented the existence of any sufficient stimulus for competitive production elsewhere.

Since 1905 complaints have been widely made of the adulteration and watering of jute, and the question engaged the attention of the local governments concerned.

The area under sugar in India is estimated as follows for the provinces mentioned :—

	Area in Acres.			Outturn in Tons.	
	Average of Five preceding Years.	1905–06.	1906–07.	1905–06.	1906–07.
Bengal	461,400	421,600	423,500	426,700	419,300
Eastern Bengal	—	201,500	199,900	188,500	193,500
United Provinces	1,181,300	1,228,900	1,386,700	884,000	1,264,600
Punjab and North-West Frontier Province.	359,300	198,300	286,200	111,800	245,600
Madras	50,000	60,700	52,500	114,500	100,400
Total	—	2,111,000	2,348,800	1,725,500	2,223,400

These provinces ordinarily contain some 95·5 per cent. of the whole sugar cane crop of British India. Too much reliance, however, must not be placed on the figures given in this table. In many of the areas in which the largest quantities of sugar cane are grown no accurate records are available, and it is stated that sugar cane is often grown in small and irregular clumps whose extent is not easily estimated. The estimates of outturn have been based on the assumption that in India a yield of one ton per acre is *normal*. It is possible that this calculation, which compares unfavourably with the estimated yield of 4 tons in Hawaii, 3·44 tons in Java, and 2 tons in Cuba, leads to results somewhat below the correct figure. The season 1906–07 was generally favourable. The improved yield in the United Provinces and the Punjab, where the crop in 1905–06 was exceptionally poor, was the principal cause of the increased total production. To the sugar cane cultivated in British India must be added the extensive but uncalculated crops grown in Native States. In stating the total output account must also be taken of the production of palm sugar, which for Bengal and Eastern Bengal has been estimated at 163,000 tons. The total normal output of sugar products in India has been reckoned, somewhat hazardously, as being the equivalent of between four and five million tons of raw sugar. By no means all of this amount is ever converted into "refined" sugar; for a considerable quantity both of cane in the raw state and of the unrefined sugar or gur is consumed as food. The imports of sugar, including confectionery and molasses, during recent years are given as follows, the figures representing for the most part refined sugar :—

	1900–01.	1901–02.	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
From—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Austria-Hungary	66,065	112,897	44,401	14,963	72,062	117,036	80,859
Germany	20,100	28,857	7,284	365	8,824	35,636	100,070
Mauritius	124,476	109,158	118,309	144,156	89,830	115,370	139,861
China	24,372	9,138	28,430	17,449	14,250	6,535	2,568
Java	11,262	16,033	28,683	66,777	100,167	96,463	206,762
Other Countries	17,565	21,654	74,686	72,982	61,686	42,516	25,082
Total	263,840	297,737	273,110	316,692	346,819	413,556	555,202

The imports from Austria and Germany were of beet sugar, and those from Mauritius, China, and Java of cane. The large increase in the total amount was no doubt due in part to the failure of the cane crop of 1905–06 in Northern India; but the imports must also have been influenced by the general decline from the prices which obtained in the preceding year.

The countervailing duties imposed in 1899 and subsequent years have not been levied since 1903 on the produce of countries which adhered to the Sugar Convention and abolished sugar bounties, *i.e.*, nearly all large sugar-producing countries.

A revised edition of "Notes on Sugar in India," by Mr. Noel-Paton, Director-General of Commercial Intelligence, was published during the year.

Co-operative Credit Societies.

Co-operative Credit Societies.

The latest reports on societies formed under the Co-operative Credit Societies Act of 1904 refer to the fifteen months preceding 30th June 1907. In September 1906 the Registrars of the societies in the various provinces met in conference, and conclusions were reached regarding the policy to be pursued during the early years of the movement in respect of a number of points of detail. It is, however, still too soon to say what measure of success the societies are likely to achieve. They are still for the most part somewhat artificial products, and the ability to continue in virtue of their own internal force, which is essential for the success of any co-operative movement, has only begun to be developed. It is difficult to know how far it is wise to bestow the fostering care of Government, and how far the societies should avail themselves of the services of well-wishing friends outside their own ranks, or of funds philanthropically provided. At the present stage also, when one failure would more than counterbalance a number of successes, it is necessary for the Registrar to pay a minute attention to the affairs of each society, which ought to give place eventually to experienced management on the part of the co-operators themselves. In spite of initial difficulties, however, the tables which follow and the notes on the working of the societies in the various provinces in which they have been established show that substantial progress has been made. No information is yet available as to how the societies have fared under the recent stress of scarcity and famine in Northern and Central India.

The societies are divided into central, rural, and urban societies. A Central Society, or "Co-operative Union," is an institution the members of which are representatives of a number of small affiliated societies standing to it in the same relation as individual members stand to their village society. The Co-operative Union is empowered to raise loans or accept deposits, as may be advisable in the interest of the affiliated societies, the profits being credited to a reserve fund upon which each society has a claim in the case of bad debts caused not by mismanagement but by misfortune or calamity. A union of this kind may be in a position to deal with capitalists or with joint stock banks, and to raise money on more favourable terms than is possible for the smaller societies. District Banks, which are of the nature of joint stock lending societies, exist in numbers, and as a regular part of the system, in the United Provinces only, and a few Central Societies exist here and in the Central Provinces. In addition a Central Bank has been founded in Madras with the object of financing village societies, and there is a city bank in Bombay with similar objects; these banks are less truly co-operative than the Co-operative Unions. Of the other societies, a large majority are rural, but the urban societies have the larger average membership. Not quite all the societies are engaged in the business of co-operative credit. Grain banks have been started in Mysore, Bengal, the Punjab and elsewhere, but their success is at present doubtful; a few co-operative weaving or tailoring societies have been formed, of which two societies in Madras, two in Bombay, and the Benares Silk Weavers' Association may be mentioned, and there were three very successful co-operative stores in Madras.

Except in Madras, the general rule of rural credit societies is to work with unlimited liability and without share capital; the majority of urban societies, on the other hand, have limited liability. The Indian Act does not permit rural societies to pay dividends. The principle of unlimited liability, when it is understood, has no terror for the ryot; he has been long accustomed to it in his family relationships, while the principle of limited liability is relatively unfamiliar. But the former system must naturally be accompanied by the power to exclude all in whom the majority have no confidence.

There is a considerable variety in the rates of interest charged in different provinces, but the rates are in nearly all cases considerably lower than those charged by local moneylenders. There is a remarkable difference between the rates obtaining in the Northern and Southern districts of Bombay. Too

much reliance must not be placed on the figures given in the following table, but they will serve for the purpose of a rough comparison. The rates attributed to village moneylenders are those normally charged on agricultural loans to ordinary cultivators on good security; in individual cases very much higher rates are not infrequently charged, varying from 40 to 175 per cent. CO-OPERATIVE CREDIT SOCIETIES.

Province.	Village Moneylenders.	Co-operative Credit Societies.	
	Rates per Cent. per Annum charged on good security.	Rate per Cent. charged on Loans to Members.	Rate per Cent. paid on Members' Deposits.
Madras	12 to 15 9 on large loans	9	7
Bombay, excluding Gujarat	12 to 15	$9\frac{3}{8}$	$6\frac{1}{4}$
Bombay, Gujarat	15 upwards 6 upwards to rich borrowers.	$6\frac{1}{4}$	3 to 4
Central Provinces	18 to 25	$9\frac{3}{8}$ to 12	7
Bengal	18 to 25	$12\frac{1}{2}$	$6\frac{1}{4}$ for six months or longer. $3\frac{1}{8}$ for shorter periods.
Eastern Bengal	18 to $37\frac{1}{2}$	9 to $18\frac{3}{4}$, the ordinary rate being $12\frac{1}{2}$	$6\frac{1}{4}$
Punjab	18 to 24	9 to $9\frac{3}{8}$	5
United Provinces, Oudh and Meerut	12 to 18	$12\frac{1}{2}$	$6\frac{1}{4}$
„ „ other divisions	$37\frac{1}{2}$		
Burma	2 to 5 *per month*	15	9
Mysore	12	12	9

In many cases the moneylenders have not unnaturally disliked the movement; but the only reported instances of active hostility occurred in the Punjab and the United Provinces, and in Madras they actively assisted it in several cases. The ideal solution would be that the capital and hereditary knowledge of the money-lending class should be eventually combined in joint stock institutions, or that they should be collected into central banks with the function of advancing money to village societies. A system by which the moneylender dealt with village societies instead of with individuals might ultimately prove much to his advantage, and it is by no means impossible that such a solution may be in some degree realised. At present the societies derive their resources from members' deposits, Government loans, loans from other co-operative societies, and loans from non-members. The following table shows the extent to which they depend on each of these various sources:—

		Year ending 31st March 1906.	15 Months ending 30th June 1907.
		£	£
Capital	Loans from private persons	9,369	43,739
	Share capital	8,747	37,054
	Deposits by members	8,262	38,402
	Loans from Government	4,677	18,983
	Reserve	493	3,907
	Total £	31,548	142,085
		£	£
Loan transactions	Loans repaid to private persons	1,357	10,079
	Loans issued to members	22,696	158,931*
	Total £	24,053	169,010

* No returns are available of the loans repaid by members during the year.

Except in the Central Provinces and Bengal, in which all loans have been issued for productive purposes, loans are granted by village societies without restriction as to their employment. In Eastern Bengal half the amount

CO-OPERATIVE CREDIT SOCIETIES.

borrowed has been for payment of prior debt bearing exorbitant rates of interest. Cases were reported from Eastern Bengal and the United Provinces in which loans for marriages had resulted in more moderate expenditure than would otherwise have been the case; and there is a society in the Punjab which requires the submission of a schedule of expenditure to be scrutinised and amended, if necessary, before loans for marriages are granted. Such a system can evidently exist only in societies where members are either of the same caste or of castes of approximately the same social standing. It is reported, on the other hand, from the United Provinces, that the caste system is a hindrance to the progress of the movement, and that the lower castes cannot easily obtain the benefits of co-operation; other registrars deny that questions of caste have acted detrimentally so far as their provinces have been concerned.

On the 30th June 1907 there were 846 registered societies with a total membership of 91,343, of which 14 were central societies, 89 urban and 743 rural. The great advance which was made during the year under report becomes evident when it is remembered that in March 1905 there were altogether 35 rural and 6 urban societies, and in March 1906 237 rural, 37 urban, and 9 central societies, with a membership of 28,629. The apparent expansion of business is, however, somewhat exaggerated by the omission from the 1906 returns of societies which were actually working without having been registered. These figures, and the table which follows, do not refer to Mysore, in which an Act has been introduced similar to the British India Act.

Province.	No. of Societies.	No. of Members.	Receipts of the Year.	Disbursements of the Year.	Loans issued to Members during the Year.	Liabilities on Account of Members' Deposits at close of the Year.	Subscription or Share Capital.	Reserve Fund.
			£	£	£	£	£	£
Burma	Urban (limited)* - 3	103	428	412	363	—	292	—
	Rural (unlimited) - 37	1,925	12,099	12,217	11,183	107	2,959	903
Punjab	Urban (limited) - 3	279	59	57	863	5	634	17
	Rural (unlimited) - 174	17,254	20,213	17,816	17,510	7,494	6,295	—
Bengal	*Registered:—*							
	Urban { limited, 4 - unlimited, 4 - } 8	725	2,804	2,715	2,450	459	578	83
	Rural (unlimited) - 165	6,903	7,691	7,462	6,006	833	136	735
	Grain (unlimited) - 4	256	—	—	—	—	—	—
	Unregistered:—							
	Rural (unlimited) - 15	654	190	182	132	117	—	49
	Grain (unlimited) - 24	6,770	—	—	—	—	—	—
Eastern Bengal and Assam	Urban (limited) - - 12	1,029	5,101	4,929	4,389	461	1,455	23
	Rural (unlimited) - 48	2,424	2,375	2,111	2,048	1,081	—	21
Coorg	Rural (limited) - 11	957	1,819	2,068	1,803	299	568	163
Madras	Central (limited) - 1	43	5,854	5,986	5,393†	4,413	460	—
	Urban { limited, 18 - unlimited, 3 - } 21	3,533	44,345‡	43,520‡	12,530	3,991	2,278	150
	Rural { limited, 12 - unlimited, 29 } 41	2,863	14,635	14,228	13,182	2,455	2,321	75
Bombay	Urban { limited, 16 - unlimited, 4 - } 20	1,945	10,012	9,473	7,637	1,618	2,265	78
	Rural (unlimited) - 50	3,578	9,527	8,944	8,670	2,849	56	340
United Provinces	Central - - 10 (161§)	2,669	10,786	10,831	7,904†	1,000	—	134
	Urban and District 17 (1,539§)	24,751	57,732	56,266	47,866†	4,210	9,105	595
	Rural - - - 130	16,339	18,097	16,729	14,776	2,111	—	174
	Seed - - - 12	144	—	—	—	—	—	—
	Silkweaving - - 1	567	4,934	4,588	—	—	2,200	42
Central Provinces	Central - - - 3	49	654	620	600	45	—	13
	Urban (limited) - - 4	667	3,505	3,451	2,704	438	1,028	123
	Rural (unlimited) - 63	2,870	3,995	3,772	3,492	1,084	2,098	236
Ajmer	Rural (unlimited) - 8	186	79	56	19	15	—	2

* Two of these are clerks' friendly societies, with monthly subscriptions from members.

† Including loans to other societies.

‡ These figures are deceptive, for comparison, since they include the turnover of three distributive stores; the sale proceeds of these stores amounted to £15,860

§ Number of affiliated societies.

Civil Veterinary Department.

Civil Veterinary Department.

Horse, mule, and donkey breeding.

In those districts of the Punjab, Baluchistan, the United Provinces, and the Bombay Presidency in which the breeding of equines specially flourishes, the entire control of horse, mule, and donkey breeding has been transferred from the Civil Veterinary Department to the Army Remount Department; the work of the Civil Department being confined to questions connected with cattle. Outside these districts the Civil Department controls breeding operations of every sort. Government stallions are allotted only to selected districts, but the stallions provided in the now selected districts, partly from District Board funds, and partly from provincial revenues, with the assistance of grants from the Government of India, are controlled by the Department. Of these there were on the register, at the end of 1906–07, 59 horse stallions, 112 ponies, and 65 donkeys, a large proportion in each case being located in the United Provinces and the Punjab. The district stallions covered 10,240 mares in the year under report. A further supply of donkey stallions is urgently needed, and an officer of the Department was deputed to Europe to purchase the number required. Mules are also bred at the Government Cattle Farm, Hissar.

Cattle-breeding.

As regards cattle, the operations of the Department are directed towards improvement of the breeds, investigation of diseases, inoculation, and maintenance of veterinary dispensaries. There were during the year 20 Government bulls and 386 bulls owned by district boards, the greater number of them being in the Punjab, the only province which has as yet done much in the direction of keeping stud bulls. There were five provincial cattle farms, viz., two in Bengal, one in Bombay, and two in the Central Provinces, and proposals for the establishment of such farms in the United Provinces and elsewhere have been under consideration. The most important centre of cattle-breeding is the Hissar Government Cattle Farm, in the Punjab. The farm contained 19 herd bulls and 1,038 cows, selected with great care as good specimens of the Harriana and Nagore breeds, besides a large number of young stock and cultivation bullocks, and some mules, donkeys, and zebras. Ninety-nine bulls were sold from the farm during the year for work in the districts of the Punjab. They were carefully reared, pure-bred Harriana cattle, and are sure to improve rapidly the stock of the districts in which they are placed, as they are better than any stock obtainable in the open market. The aim is to maintain a herd of 1,200 cows, so as to meet present demands for ordnance bullocks and for bulls required by the districts and at the farm. Some progress was also made with sheep-breeding. A large number of cattle fairs and shows were inspected and favourable reports were generally given of the classes of animals shown. Prizes are offered out of both Imperial and local funds.

Horse and cattle disease.

Revised rules for dealing with glanders and surra were in force in Bengal and the Punjab. Eight hundred and seventy-five cases of glanders were reported from Bengal, but the disease does not seem to have been prevalent elsewhere. Bombay city and the neighbourhood suffered heavy losses from surra. Only 48 cases of anthrax amongst equines were reported in the whole of India.

Among cattle, rinderpest continued to be very destructive, and spread throughout the Bombay Presidency, where it had appeared in the preceding year; 50,000 attacks and 25,000 deaths were reported, but it is stated that the actual losses were considerably greater. The available staff was insufficient to cope with the outbreak, but considerable progress was made in breaking down the opposition of the people to inoculation, which was performed in 40,000 cases. In the whole of India 214,000 cattle were inoculated against rinderpest, of which a considerable proportion was in the Punjab, where the Department is most developed. The value of the results obtained is undoubted. Anthrax was less prevalent than formerly, except in Madras, which was responsible for 12,000 cases out of a total of 16,000 for the whole of India. Inoculation, which seems to give almost complete immunity, was performed in 11,000 cases. There were 24,000 cases of hæmorrhagic septicæmia, chiefly in the Punjab and Madras. The use of preventive inoculation against this disease, which was first introduced in 1905–06, was greatly extended. There were 21,000 deaths from foot and mouth disease,

CIVIL VETERINARY DEPARTMENT.

which was widely prevalent. The preparation "Blacklegoids" was used with success against black quarter. Altogether 339,000 cattle were reported to have died from the various contagious diseases during the year. The sera for inoculation were prepared at the Bacteriological Laboratory, Muktesar. A number of papers on the subject of tropical diseases were published by the Department during the year.

Subordinate Staff.

Fifty-four veterinary inspectors and 446 veterinary assistants were employed, against 30 inspectors and 417 assistants in 1905–06. Forty-one thousand six hundred and fifty-seven villages were visited by assistants on tour, and 212,000 cases treated. The veterinary hospitals and dispensaries, at which 268,000 animals were treated during the year, increased in number from 290 to 315.

Veterinary instruction.

The number of students who graduated at the four veterinary colleges, viz., Punjab, Bengal, Bombay, and Madras, was 139, compared with 75 in the preceding year. At the end of the year there were 570 students under training at the four colleges and the Burma school. The buildings and equipment of the colleges were much improved during the year, especially those at Bombay. The demand for trained veterinary graduates still remains far in excess of the supply.

The total cost of the Department, both Imperial and Provincial, amounted during the year to £106,329, being an increase of £20,912 over the amount expended in 1905–06.

MINERAL RESOURCES.

MINERAL RESOURCES AND MINING.

The following table gives a summary of the returns for mineral production in India during 1906. The estimate relates to all production for which returns were available, but as it is based in many cases on local value in a country where metallurgical industries are still in a rudimentary condition, it cannot serve for comparison with the output of other countries. The estimate serves, however, for the comparison of one year with another :—

Mineral.	1905.	1906.
	£	£
Gold	2,416,971	2,230,284
Coal*	1,419,443	1,912,042
Petroleum*	604,203	574,238
Salt*	441,392	420,901
Saltpetre†	235,723	270,547
Manganese ore‡	248,309	435,268
Mica†	142,008	259,544
Ruby, sapphire, and spinel	88,340	96,867
Others	93,469	113,127
Total	5,689,948	6,312,818

* Spot prices. † Export values. ‡ Very unreliable.

Although there were considerable variations in the production during the year, the total value of the recorded minerals of 1906 exceeded those of 1905 by £622,870, or an increase of 10·9 per cent.

COAL.

The details of the Indian output of coal are given below :—

—	Coal produced in					
	1901.	1902.	1903.	1904.	1905.	1906.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bengal	5,487,600	6,259,200	6,361,200	7,063,700	7,234,100	8,617,820
Hyderabad	421,200	455,400	362,700	419,500	454,300	467,900
Assam	254,100	221,100	239,300	266,800	277,200	285,500
Rewah State (Central India).	164,400	171,500	193,300	185,800	157,700	170,300
Central Provinces	191,500	197,000	159,200	139,000	147,300	92,800
Other provinces or states.	116,900	120,300	122,700	141,900	147,100	148,900
Total	6,635,700	7,424,500	7,438,400	8,216,700	8,417,700	9,783,200

MINERAL RESOURCES.

The colliery at Warora in the Central Provinces has been definitely closed, in consequence of a serious subsidence in March 1906; arrangements are being made for new mining developments in the provinces. The coal sources included under "other provinces" were in Baluchistan, the Punjab, and Rajputana (Bikanir). The exports of Indian coal, though still small compared with the production, have shown a tendency to increase in recent years. In the three years 1904–05 to 1906–07 the exports averaged 9 per cent. of the production, Ceylon and the Straits Settlements being the two principal markets. Of the coal left available for consumption in the country, 97 per cent. was Indian coal and 3 per cent. imported, the greater part of the latter coming from the United Kingdom.

For the three years 1904–05 to 1906–07 it is estimated that the average total amount consumed in the country may be divided as follows :—

	Tons.
Railway consumption - - - -	2,700,000
Bunker coal - - - - -	1,000,000
Inland steamers (in Bengal, Assam, and Burma)	450,000
Jute mills - - - - -	500,000
Cotton mills - - - - -	610,000
Other forms of industrial consumption and domestic consumption - - -	2,965,000

The average estimated wholesale price of coal at the pit's mouth ranged from Rs. 3–6 in 1890 to Rs. 2–15 in 1906. The coal now being worked is near the surface, and labour is cheap; as a consequence Indian coal has a lower value at the pit's mouth than that of any other country. From the 15th November 1906 railway freights for distances of over 1,000 miles were reduced from Rs. 14–3 to Rs. 9–13 per ton. This change was followed by a continuous rise in price, due to the expanding commercial demand both for exports and for local consumption, further stimulated by the reduction of freights. The dividends declared by the different companies show that the trade was exceedingly profitable during the year.

The average daily attendance of persons employed in coal mines during 1906 was nearly 100,000, two-thirds of whom were men.

IRON.

The production of iron ore in India is almost negligible, and amounted during 1906 to 74,106 tons, against 102,529 tons in 1905. The output is dominated by the quantity raised for the Barakar ironworks in Bengal, which is the only institution smelting on European lines. For the Barakar works the quantity raised in 1906 was returned as 69,397 tons, valued at about 2*s.* 11*d.* a ton. There was a considerable increase in the number of small native furnaces in the Central Provinces, the total for 1906 being 379, against 279 for 1905. So far as can be estimated from the available returns, the average daily attendance of workers in 1905 amounted to 2,060 and in 1906 to 3,269.

GOLD.

The production of gold amounted to 581,545 ounces, valued at £2,230,284, in 1906, compared with 630,818 ounces, valued at £2,416,971 in 1905. The year 1906 marked the first interruption in the increase of gold production from the Kolar gold fields in the Mysore State, whence almost the whole of the Indian output comes, the value having fallen below that of 1905 by £195,821. Reef mining has been recently commenced at the Hutti mine in Hyderabad, the yield increasing from 3,809 ounces in 1903 to 13,784 ounces in 1906.

MANGANESE.

The mining of manganese ore in India only commenced some 15 years ago. Operations were first carried on in the Vizianagram State, in the north of the Madras Presidency, but the greater portion of the output is now obtained from an extensive series of deposits in the Central Provinces and Central India. The ores worked are for the most exceedingly rich, as the high cost of transport renders the working of the lower-grade ores impossible. All the workings are superficial, and might be classed as quarries. The work of quarrying is mostly performed by hand, the rock being hand-drilled and blasted, or the ore dug out with crowbars. The labour returns for 1905 showed an average daily attendance at the quarries of 6,811, while in 1906

MINERAL RESOURCES.

the total rose to 12,607, exclusive of the workers employed in Sandur and Mysore. There is at present no smelting plant in the chief producing centres, and the ore is shipped in bulk exactly as mined, to be smelted either in the United Kingdom, Germany, or Belgium. The output has increased very greatly during the last two years, the industry having been stimulated by the high prices resulting from the disorganisation on account of political disturbances of manganese mining in Russia, which formerly supplied more than half the world's output. In 1906 India was probably the largest producer of high-grade manganese ore, and supplied nearly half the total output of the world, which cannot much exceed a million tons. The figures for the Indian output in recent years are given in the following table :—

Year.	Madras.	Central Provinces.	Central India.	Bombay.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
1898	60,449	—	—	—	60,449
1901	76,463	44,428	—	—	120,891
1904	53,699	85,034	11,564	—	150,297
1905	63,695	159,950	30,251	40	253,936
1906	117,380	320,759	50,073	7,517	495,729

No reliance is to be placed on the returns of estimated value, which have therefore been omitted.

MICA.

The returns of the mica output show a remarkable increase from a total of 25,600 cwt. in 1905, valued at £83,500, to a total of 54,200 cwt., valued at £258,800, in 1906. The returns for production are now in fair agreement with the more accurate figures obtainable for exports. The increase is largely due to the increased demand for small mica films. Small mica, which formerly was thrown away, is now saved, the result being that a greater output is produced by a smaller number of workers. In spite of the largely increased output, the average daily attendance at the mines rose from 15,244 in 1905 only to 15,723 in 1906. The mines are situated in Bengal, Madras, and Rajputana.

RUBIES.

The ruby industry in Burma has been prosperous during recent years, the yield of rubies, including small quantities of sapphire and spinel, rising to 326,855 carats in the year ending in February 1907, compared with 266,600 carats in the preceding year. The output is derived almost entirely from the Mogok mines of the Burma Ruby Mines Company. Rubies are also obtained by native miners working under licence from the Company, but accurate returns are not available.

PETROLEUM.

There was a slight drop in the production of petroleum in 1906 (140,553,000 gallons) compared with 1905 (144,798,000 gallons); but compared with 1904 (118,491,000 gallons) there was a large increase. About 2,900,000 gallons of oil are extracted in Eastern Bengal and Assam: and the rest of the product, with the exception of an insignificant amount in the Punjab, comes from Burma, the principal oilfields being at Yenangyaung, in Magwe district, and at Singu, on the left bank of the Irrawaddy. In the latter area the output was artificially restricted. The local value is estimated at about 1 anna (1*d.*) per gallon of crude oil. The number of workers employed on the Burma oilfields amounted in 1906 to no more than 1,837. There was a further fall in the imports of kerosene into India, as a result of the continued political troubles in the Russian oilfields. The imports from Russia fell from 71,995,767 gallons in 1902 to 42,256,738 in 1904, to 17,205,175 gallons in 1905, and to zero in 1906; the total imports during the same period falling from 81,958,387 gallons to 48,527,775 gallons. Exports of mineral oil from Burma to places outside India fell from 2,422,589 gallons in 1905 to 903,545 gallons in 1906. The figures both for imports and for exports were reduced by an agreement made between the Burma Oil Company and the producers in the Dutch East Indies.

SALTPETRE.

The value of the saltpetre industry is gauged most uniformly by the figures for exports, which increased from 313,122 cwt. in 1905, valued at £235,723, to 347,251 cwt. in 1906, valued at £270,547. The average export during the last five years was 370,936 cwt., valued at £266,936. The local

importance of the saltpetre industry is shown by the returns for labour, which show that in 1906 50,469 workers were employed in Behar, where most of the saltpetre is obtained. MINERAL RESOURCES.

The Indian Mines Act, 1901, extends to the whole of British India and regulates all mineral workings in that area which are either true mines worked underground, or open pits, quarries, or excavations more than 20 feet deep, or any part of which extends beneath the superjacent ground. Inspection of Mines.

The number of mines of all kinds coming under the Act in 1906 was 748, of which 307 were coal mines, situated chiefly in Bengal. They gave employment to an average daily number of 128,666 persons, of whom 83,053 were men, 39,582 women, and 6,031 children under twelve years old; 80,158 persons, including 24,921 women and 1,420 children, were employed below ground. The number of all persons employed was 19,079 more than in 1905.

Mining, particularly coal-mining, is a comparatively new industry in India. Miners of the second generation form a very small percentage of the mining population. Until recently, also, the workers have seldom depended solely upon mining for their livelihood. This period in the development of the industry is now passing away. There are signs that the evolution of a mining caste or class has already begun, and the Indian seems to be capable of acquiring considerable skill in most mining operations. Owing to the rapid increase of the mining population in the coal districts, all the land near the mines capable of raising crops will soon be under cultivation, and it will be no longer possible to combine the work of agriculture and mining. The demand for labour in Indian mining districts exceeds the supply, but the numbers of Indians who drift to the coal mines of Natal are evidence of the fields of recruitment which would be speedily opened by the offer of higher pay, shorter hours, and better housing.

There were 84 fatal accidents, causing 106 deaths, during the year 1906. Compared with the average for the five years during which the Act has been in operation, this is an increase of 20 in the number of accidents and 29 in the number of deaths. The increase is due to the expansion and activity of the industry and to the increasingly difficult and dangerous conditions of mining work. Most of the fatal accidents occurred in coal mines.

The only Mining Board under the Mines Act of 1901 which was at work during the year under report was that for Lower Bengal, which is by far the most important mining centre in India. The Board held four meetings during the year. The Mining and Geological Institute of India, which was inaugurated at the end of 1905, made good progress during the year. The mining branch of Sibpur College was finally organised, and a Mining Advisory Board appointed.

CHAPTER XI.

PUBLIC WORKS.

PUBLIC WORKS.

GENERAL.

General.

During the year under review the Public Works Department was represented in the Council of the Governor-General, jointly with the Department of Revenue and Agriculture, by Sir Denzil Ibbetson, K.C.S.I.

Under the arrangements introduced in the previous year and explained in the Report for 1905–06, the Railway Board carries on the duties which formerly belonged to the Railway Branch of the Public Works Department. The Board was composed during 1906–07 of the members originally appointed to it, *viz.*, Sir F. R. Upcott, K.C.V.O., C.S.I., Chairman, Mr. W. H. Wood, English Member, and Mr. T. R. Wynne, C.I.E.

The Department of Commerce and Industry, through which the Railway Board has access to the Government of India, was represented in the Council of the Governor-General at the beginning of the year by Sir Charles Lewis Tupper, K.C.I.E., C.S.I. He was relieved in the post at the end of 1906 by Mr. J. F. Finlay, C.S.I.

The engineer establishments of the Department are divided into (*a*) the Public Works Department and (*b*) the Public Works Department (Railway Branch). These establishments, including the Bombay and Madras numbers, but excluding that of the now separate Military Works Department, were considerably increased during the year.

The following statement shows the composition of the superior engineer establishment as it stood on the 30th June in 1906 and 1905 :—

—	Public Works Department.			Public Works Department (Railway Branch).	Total.
	Government of India List.	Government of Madras List.	Government of Bombay List.		
Royal Engineer officers	14	1	2	34	51
Other military officers	4	1	—	2	7
Civil Engineers :					
Appointed from Europe	241	51	50	98	440
Europeans appointed in India	111	6	6	34	157
Indians appointed in India	75	21	28	6	130
Total for 1906	445	80	86	174	785
Total for 1905	423	83	83	176	765

The upper subordinate engineering staff is largely composed of Indians. The numbers of this establishment were as follows :—

—	Public Works Department.			Public Works Department (Railway Branch).	Total.
	India.	Madras.	Bombay.		
Europeans	135	48	31	33	247
Indians	333	130	185	43	691
Total	468	178	216	76	938

PUBLIC WORKS.

The operations included in this chapter under the head of "Public Works" are of three kinds, viz., Railways, Irrigation, and Buildings and Roads. The Railway Department is an Imperial service under the control of the Government of India, or of the Railway Board in so far as the powers of the Government of India have been delegated to it. The establishment employed on irrigation, and on buildings and roads, is subdivided into different Provincial services, controlled by the local administrations subordinate to the Supreme Government. Under the head of "Buildings and Roads" are included many miscellaneous works, such as improvements in towns, paving, water supply and drainage, harbours, lighthouses, &c.

The annual expenditure on public works is met partly from money raised by loan and partly from the ordinary revenues of the year. The class of works on which borrowed money is expended comprises the railway and large irrigation works, which are expected to yield sufficient net revenue to cover the interest on the capital expended on them. For the railways and more important irrigation systems, distinct capital and revenue accounts are kept, but for the smaller works of irrigation, and most of the works included in the class of buildings and roads, such accounts are not kept, though a distinction is made in the accounts between expenditure on new works and expenditure on repairs to existing works.

The following statement of the total receipts and expenditure under the head of "Public Works" for 1906–07 is compiled from the Finance and Revenue Accounts of the year :—

—	Receipts.	Expenditure.		
		—	Charged to Revenue.	Not charged to Revenue.
	£		£	£
Railways - -	26,276,288	Construction - -	3,236	7,915,041
		On Revenue Account -	23,962,746	—
Irrigation - -	3,538,260	Construction - -	97,598	797,627
		„ from Famine Relief Grant.	356,460	—
		On Revenue Account -	2,768,705	—
Buildings and roads -	532,640	Military Works - -	*	*
		Civil Works - -	5,554,101	—
TOTAL - -	30,347,188		32,742,846	8,712,668

* Expenditure on account of Military Works now appears in the Finance and Revenue Accounts under the head of "Military Services."

The expenditure charged against revenue includes the following items of "Interest on Debt" :—

	£
Railways - - - -	5,039,985
Irrigation - - - - -	935,231

On the 31st of March 1907, £168,344,748 of permanent public debt had been incurred on account of railways, and £28,226,677 on account of irrigation.

The amount paid under the head of "Annuities in purchase of railways," which is included in the Railway Revenue Account, is £2,869,366.

Railways.

Railways.

Financial results to the State.

In the financial year 1906–07 there was a surplus of revenue over expenditure amounting to £2,313,542. The table below is taken from the Finance and Revenue Accounts of the Government of India for 1906–07 :—

—	Imperial.	Provincial and Local.	England. (Sterling converted at £1 = Rs. 15.)	Total.
Revenue.				
Railways—	£	£	£	£
State railways—(Gross traffic receipts).	25,775,102	45,967	230	25,821,299
Guaranteed companies—(Net traffic receipts).	398,801	—	—	398,801
Subsidised companies—(Repayment of advances of interest).	25,916	—	30,272	56,188
Total - £	26,199,819	45,967	30,502	26,276,288
Expenditure.				
Railway Revenue Account—				
State Railways—				
Working expenses - - -	12,850,004	28,757	—	12,878,761
Share of surplus profits, &c. -	396,300	—	—	396,300
Interest on debt - -	2,276,683	—	2,763,301	5,039,984
Annuities in the purchase of railways.	—	—	2,869,367	2,869,367
Sinking funds - - - -	—	—	148,896	148,896
Interest chargeable against companies on advances.	243,784	5,454	264,641	513,879
Interest on capital deposited by companies.	39,941	4,723	1,369,081	1,413,745
Guaranteed companies—				
Surplus profits, land and supervision.	41,702	—	—	41,702
Interest - - - - -	—	—	584,751	584,751
Subsidised companies—				
Land, &c. - - - - -	28,758	5,734	—	34,492
Miscellaneous railway expenditure -	38,936	1,933	—	40,869
Total - £	15,916,108	46,601	8,000,037	23,962,746
		Net gain - - £		2,313,542

In the figures of expenditure are included all charges falling on the Government for the management and working expenses of railways, for interest on capital outlay, as well as for the gradual redemption (by charge to the revenue account) of the commuted capital of the East Indian, Eastern Bengal, Sind, Punjab, and Delhi, and Great Indian Peninsula railways, through the agency of sinking funds and annuities, and of that portion of the Oudh and Rohilkhand railway debt incurred in excess of the money raised through the agency of the "Discount" Sinking Fund. The figures also include charges for control, for land required by the companies, and for miscellaneous items, such as headquarters establishment and surveys.

Statistical results of working.

2. The statistical results of working the various classes of railways during 1907 are given in the following table. The aggregate net earnings of all Indian railways, including steamboat service and suspense items,

but excluding indirect charges, produced a return of 5·91 per cent. on the total capital outlay on open lines, against 5·96 per cent. in the previous year :— RAILWAYS.

Class.	Length of Line open on the 31st December 1907.	Total Capital Outlay on Open Lines to the 31st December 1907, including Steamboat and Suspense.	Total Number of Passengers carried.	Total Weight of Goods carried.	Gross Earnings, including Steamboat Service.	Working Expenses, including Steamboat Service.	Net Earnings, including Steamboat Service.	Percentage of net Earnings on Capital Outlay on open Lines.
5′ 6″ Gauge.	Miles.	£	No.	Tons.	£	£	£	
State lines worked by companies	7,913·81	104,857,267	98,086,800	27,868,000	13,626,333	6,329,200	7,297,133	
State lines worked by the State	5,375·37	58,926,267	60,768,000	13,660,000	7,003,867	3,999,400	3,004,467	
Companies' lines guaranteed under old contracts.	905·02	9,672,000	11,737,000	1,809,000	1,049,067	667,867	381,200	
Companies' lines guaranteed under modern contracts.	32·04	195,133	329,800	85,000	24,800	12,400	12,400	
Assisted companies' lines	947·94	4,251,133	9,030,000	1,531,000	606,533	300,866	305,667	
Lines owned by Native States and worked by companies.	711·31	4,797,733	3,803,500	1,374,000	410,600	132,800	277,800	
Lines owned by Native States and worked by State railway agency.	201·68	798,067	3,301,000	466,000	135,067	71,667	63,400	
TOTAL FOR 1907	16,087·17	183,497,600	187,056,100	46,793,000	22,856,267	11,514,200	11,342,067	6·18
TOTAL FOR 1906*	15,765·46	174,884,867	165,664,300	41,768,000	21,498,267	10,373,533	11,124,734	6·36
3′ 3⅜″ Gauge.								
State lines worked by companies	7,961·09	50,591,333	70,538,700	11,387,000	5,702,467	3,160,133	2,542,334	
State lines worked by the State	766·14	5,023,867	8,947,200	1,705,000	749,400	372,733	376,667	
District Boards' lines	103·36	319,534	1,884,000	254,000	41,867	22,733	19,134	
Assisted companies' lines	1,571·55	7,319,133	21,277,700	6,902,000	861,733	410,400	451,333	
Lines owned by Native States and worked by companies.	801·96	3,292,133	5,766,000	796,000	329,466	161,200	168,266	
Lines owned and worked by Native States.	1,305·93	3,103,067	4,864,100	805,000	418,267	199,867	218,400	
Lines in foreign territory	73·60	1,173,800	829,000	372,000	56,733	32,267	24,466	
TOTAL FOR 1907	12,583·63	70,822,867	114,106,700	22,221,000	8,159,933	4,359,333	3,800,600	5·37
TOTAL FOR 1906*	12,145·53	68,415,267	100,143,000	16,574,000	7,636,600	4,135,667	3,500,933	5·12
Special (2′ 6″ and 2′ 0″) Gauges.								
State lines worked by companies	423·23	1,337,533	288,000	16,000	83,867	51,800	32,067	
State lines worked by the State	91·19	1,241,667	295,000	61,000	67,467	39,333	28,134	
Assisted companies' lines	396·38	1,176,666	3,637,300	229,000	170,800	94,600	76,200	
Unassisted companies' lines	33·27	70,733	530,300	32,000	7,267	4,867	2,400	
Lines owned by Native States and worked by companies.	372·41	662,600	1,445,900	167,000	60,933	34,000	26,933	
Lines owned by Native States and worked by State railway agency.	33·60	101,467	204,000	63,000	11,600	4,667	6,933	
Lines owned and worked by Native States.	32·37	103,734	21,400	11,000	6,533	3,400	3,133	
TOTAL FOR 1907†	1,382·45	4,694,400	6,421,900	579,000	408,467	232,667	175,800	3·74
TOTAL FOR 1906*†	1,178·64	4,060,667	5,255,800	527,000	276,667	162,400	114,267	2·81
TOTAL OF ALL RAILWAYS FOR 1907.†	30,053·25	259,014,867	307,584,700	69,593,000	31,424,667	16,106,200	15,318,467	5·91
TOTAL OF ALL RAILWAYS FOR 1906.*†	29,089·63	247,360,800	271,063,100	58,869,000	29,411,534	14,671,600	14,739,934	5·96

* As corrected from later information. † Excluding the Thaton-Duyinzaik Light Railway.

It will be observed that, with an increase of 963·62 miles, or 3·31 per cent., in the open mileage, as compared with 1906, the gross earnings and working expenses increased by £2,013,133, or 6·84 per cent., and £1,434,600, or 9·78 per cent., respectively, resulting in an improvement of £578,533 in the net earnings.

There was an increase of 36,521,600 in the number of passengers and of 10,724,000 tons in the weight of goods carried as compared with the previous year.

3. The transactions of the Madras railway, the only old guaranteed line that was in existence during 1907, are shown in the following table, in which the rupee is converted into sterling at contract rates :— Guaranteed railway transactions.

RAILWAYS.

Period.	Total Capital Outlay.	Net Revenue.	Guaranteed Interest.	Interest in excess of Revenue.	Net Revenue in excess of Interest.	Surplus Profits.
	£	£	£	£	£	£
Half year ended the 30th June 1907.	12,792,725	290,621	290,978	357	—	—
Half-year ended the 31st December 1907.	13,086,919	234,601	294,651	60,050	—	—
Total for the year 1907.	13,086,919	525,222	585,629	60,407	—	—
Total for the year 1906.	12,651,532	567,072	584,751	17,679	—	22,917

Mileage opened.

4. The total railway mileage opened during the year was as follows:—

	Miles.
5′ 6″ gauge	320·70
3′ 3⅜″ „	458·45
2′ 6″ „	170·35
2′ 0″ „	12·76
Total	962·26
Add—	
Corrections of mileage	1·36
Net total addition to open mileage	963·62

Mileage sanctioned.

5. The additional mileage sanctioned for construction was:—

	Miles.
3′ 3⅜″ gauge	325·91
2′ 6″ „	34·94
Total	360·85

Mileage under construction.

6. The total mileage under construction or sanctioned for construction at the close of the year 1907 was:—

	Miles.	Miles.
5′ 6″ gauge—		
State lines worked by companies	898·68	
State lines worked by the State	301·75	
		1,200·43
3′ 3⅜″ gauge—		
State lines worked by companies	237·46	
State lines worked by the State	225·33	
District Boards' lines	49·47	
Assisted Companies' lines	228·31	
Lines owned by Native States and worked by companies	45·84	
Lines owned and worked by Native States	197·03	
		983·44
Special (2′ 6″ and 2′ 0″) gauges—		
State lines worked by companies	247·15	
State lines worked by the State	6·80	
Assisted companies' lines	70·50	
Lines owned by Native States and worked by companies	92·83	
Lines owned by Native States and worked by State railway agency	22·02	
Lines owned and worked by Native States	46·63	
		485·93
Total		2,669·80

RAILWAYS.

7. The following is a brief abstract of important works completed and in progress during the year 1907. Further particulars will be given in the Administration Report on Indian Railways for 1907, which will be published as a Parliamentary paper.

Important works completed and in progress.

Bengal-Nagpur Railway System.—The 5′ 6″ gauge lines from Bhojudih to Gomoh (Hariharpur), 25·64 miles, and Kamptee to Ramtek, 14·24 miles, were opened to traffic during the year. Construction work was also in progress on the Vizianagram-Parvatipuram and Vizianagram-Raipur lines, on remodelling the Gondie station yard, relaying the track between Sini and Nagpur, strengthening the Damooda bridge and fitting 200 brake vans with vacuum brake gear.

The 2′ 6″ gauge railways from Khirsadoh to Barkuhi, 5·05 miles, Purulia to Ranchi, 72·28 miles, were opened to traffic. Progress was also made in the construction of the lines from Gondia to Chanda and Brahmapuri to Nagpur.

Bombay, Baroda, and Central India Railway System.—On the 5′ 6″ gauge section extensive works were carried out at Kankra Khari station; and the restoration of the General Offices in Bombay, which were damaged by fire in 1905, was completed. Work continues in connection with the strengthening of the Nerbudda bridge in consequence of the heavier engines and rolling-stock now being built. The renewal, with 90-lb. rails, of the 69-lb. rails on wooden sleepers on the main line was commenced in view of the heavy traffic which is expected from the Nagda-Muttra railway. All passenger stock on the Bombay, Baroda, and Central India railway proper, not already so fitted, is being fitted with apparatus for intercommunication between passengers and guards and drivers.

Of the southern section of the Nagda-Muttra railway, *i.e.*, from Nagda to the Chambal river, the portion from Nagda to Morak, 101 miles, was opened for traffic on the 15th July 1907, and the remaining 39 miles were nearly completed. On the northern section, Kotah (crossing of the Chambal river) to Muttra, 200 miles, good progress was made on earthwork, bridges, and culverts. Rails were laid from Siwai Madhopur for 20 miles northwards to the Banas river.

On the 3′ 3⅜″ gauge section of the Company's system the following works were completed:—the conversion of Fatehgarh, on the Rajputana-Malwa railway, into an engine-changing station; the improvement in the alignment of the line near, and entry into, Sabarmati station, with the view to rendering it less liable than in the past to damage by floods; the improvement and enlargement of Mhow Station; and the construction, on account of the heavy traffic at that point, of the Martindale over-bridge at the Lal Phatak level-crossing north of Ajmer station.

The remaining portion of the Jaipur (Siwai Madhopur) 3′ 3⅜″ gauge railway, viz., from Nawai to Siwai Madhopur, 40·66 miles, was completed and opened for traffic on the 17th October 1907.

Work continues on the construction of the lines from Manund Road, *viâ* Chanasma, to Bechraji, with a branch from Chanasma to Harij, 38·11 miles, and from Kheralu to Dhabora, 7·73 miles; also in connection with the renewal of all weak bridge girders on the main line between Delhi and Rewari and between Phulera and Ahmedabad, by girders equal to the stress of broad gauge standard loads, under a programme of expenditure over a series of years.

Eastern Bengal State Railway System.—On the 5′ 6″ gauge section, the chord line between Tiljala (Gobra) and Kakurgachi, 2·26 miles, and the additional double line between Kakurgachi and Dum Dum Junction were opened for traffic on the 1st February, thus affording a direct route (avoiding Sealdah station) for the heavy coal traffic to the Kidderpore Docks. The erosion of the river bank at Goalundo rendered it necessary to remove the combined service ghats to Durgapur on the Ganges river. The new Chur line, Durgapur to Rajbari station, was completed and opened to the traffic of the combined service on the 1st July 1907. The remaining portion, Lalgola to Lalgola Ghat, 2·75 miles, of the Murshidabad branch project, was opened to traffic on the 15th July 1907.

On the Katihar-Godagari, 3′ 3⅜″ extension, 105 miles, and on the remaining (unopened) portion of the 3′ 3⅜″ gauge extension of 148·68 miles

RAILWAYS. from Golokganj to Gauhati, *viz.*, 112·93 miles from Kokrajhar (at mile 35·75) to Gauhati (at mile 148·68), considerable progress was made in construction during the year.

Progress continues in the construction of the 3′ $3\frac{3}{8}$″ gauge line from Forbesganj to the Nepal Frontier, about 7·40 miles.

East Indian Railway System.—The double line between Dhanbaid and Barakar, the Khurja-Hapur branch, and the new bridge over the Jumna river at Agra with the line from Agra Junction to Agra City (Balinganj), have been completed, and were opened to traffic. Construction work, which had been in abeyance for want of funds, on the Barharwa-Dhulian section of the Barharwa-Azimganj-Katwa Railway, has been resumed and is progressing satisfactorily.

The work of strengthening the girder bridges throughout the line has made satisfactory progress. All single line stations between Allahabad and Delhi have been interlocked, with the exception of Rasulabad which is in hand. The northern block of the new joint passenger station at Howrah has been completed with the exception of the electro-pneumatic interlocking; work on the southern portion of the station, as well as several other important works, are in abeyance for want of funds.

Great Indian Peninsula Railway System.—Of the 5′ 6″ gauge lines under construction it is expected that the Warora-Chanda-Balharshah extension will be opened for traffic early in 1908; the Harbour branch in March 1908; and the Mahim Chord connection, which forms part of the branch, probably towards the end of 1908.

Of the double line between Lonavla and Poona, 39 miles, the section Lonavla to Karla was opened in May 1907; the remainder is nearing completion and is expected to be opened in March 1908. The strengthening of the girders of bridges continues. The reconstruction of the Godavari and Kara Nala bridges has been completed; work on the Ganjal bridge is in hand. The Agra Goods Depôt at Balinganj (Agra City) was completed and Agra Road station was practically finished.

Of the Baran-Kotah railway, 40 miles, the first 14 miles from Baran to Antah have been completed and are expected to be opened for traffic during the first-half of 1908. The bridge (2 spans of 60′, 11 of 100′ and 4 of 150′) over the Kali Sind river, and the great approach bank and training bund of the bridge, are well in hand. On the remainder of the line the formation, bridges and culverts are nearing completion. The whole line was temporarily opened on the berm in February 1907.

The Matheran Light railway, Neral to Matheran, 12·76 miles on the 2′ 0″ gauge, was opened for traffic in March, closed during the rains and re-opened thereafter.

Progress continued in the construction of the extension of the Gwalior light railways, 2′ 0″ gauge, from Sabalgarh to Sheopur, about 66·39 miles.

Madras Railway System.—On the 15th March 1907, the North-East line was afforded direct access to the Central station, Madras, by a chord line from Korukkupettai to a new station at Basin Bridge, and the loop line connecting Washermenpet with Basin Bridge was opened on the same date. The junction arrangements at Tirupattur and Morappur, excepting the signalling arrangements, were completed during the year. Alterations and additions to the Perambur Workshops, the strengthening throughout the system of certain spans of weak girders by the substitution of new steel girders, and the provision of additional waterways between miles 160 and 180 on the North-East line, were in hand.

The remaining portion of the Azhikal-Mangalore 5′ 6″ gauge railway, *viz.*, from Kumbla to Mangalore, 20·91 miles, was opened for traffic on the 3rd July 1907, thus effecting through connection from Azhikal to Mangalore. The Netravati Bridge on this extension was opened on the 4th November 1907.

Progress continues on the Coonoor-Ootacamund extension of the Nilgiri Railway, 11·75 miles on the 3′ $3\frac{3}{8}$″ gauge, which it is expected will be opened up to Fernhill in April 1908.

Nizam's Guaranteed State Railway System.—The renewal, with new girders of the standard type, of the girders on all 4, 6 and 12 metre span bridges on the Wadi-Secunderabad section was completed.

North-Western Railway System.—The Shahdara-Sangla 5′ 6″ gauge chord railway was opened for traffic on the 10th April 1907. Progress continues on the first section of the Loi Shilman Railway, on the Chichoki-Burala section, of the Shorkot Road-Chichoki Railway, and on the Lodhran-Khanewal Railway all on the 5′ 6″ gauge. The conversion from the 2′ 6″ to the 5′ 6″ gauge of the Khushalgarh-Kohat section, 30·25 miles, of the Khushalgarh-Kohat-Thal Railway, and the construction of the new bridge over the Indus river at Khushalgarh, were completed during the year and opened to traffic on the 5th January 1908. The conversion to the 5′ 6″ gauge of the Kobat-Thal section of the line, and the construction of the Thal-Parachinar Railway on the same gauge, are still in abeyance.

The doubling of the line from Samasata to Khanpur, 76 miles, from Khanpur to Reti, 62 miles, and from Reti to Rohri, 70 miles, was completed.

The second wing of the new Central Offices and the new engine-erecting shops at Lahore were completed and taken into use.

Oudh and Rohilkhand Railway System.—The remainder of the Allahabad-Jaunpur railway from Mariahu to Zafarabad, with a temporary pile bridge across, and diversions at the approaches to, the river Sai, was opened to traffic in January 1907. The permanent bridge was opened for traffic on the 27th June 1907. The renewal of girders of the Ganges bridge at Rajghat on the Aligarh branch was commenced and is making good progress. Forty miles of the main line from Lucknow towards Saharanpur have been relaid with 90-lb. section flat-footed rails on wooden sleepers, in substitution of 75-lb. rails on pots.

Assam-Bengal Railway.—Proceedings in connection with the acquisition of land for the commencement of work on the Kalaura-Khooseara river section of the Kalaura-Sylhet branch, and construction work on the Akhaura-Ashuganj (Bhairab) branch on the same gauge, both of which were stopped for want of funds in 1906, were resumed during 1907, and it is expected that the latter branch will be opened for traffic in April 1909. Work has been commenced on the fourth jetty at the Chittagong port.

Bengal and North-Western Railway System.—On the open line of the Company's section, the 3 spans of 80′ girders of the Babai bridge on the Nanpara-Katarnian Ghat branch, which were washed away during the rains of 1906, are being replaced by 4 spans of 60′ girders.

Of the lines that were under construction on the Company's section the extension from Gorakhpur to Chhitauni Ghat (Bagaha), and those from Savan to Thawe and Daronda to Maharajgunj were opened to traffic in 1907.

Construction work on the first 53 miles of the Benares-Allahabad line was put in hand in March 1907.

On the open line of the Tirhoot section, the erection of the new Boor-Gundak bridge on the Eastern branch at Samastipur, in replacement of the previously existing pin girder bridge which was considered weak for heavy engines, was completed; and the two pin girder bridges over the Bagmatti and Korai rivers on the same branch are being similarly reconstructed. Considerable additional waterway was provided on the Samastipur-Darbhanga and Samastipur-Muzaffarpur sections during the year, as a protection against floods which caused heavy damages in 1906.

Of lines on the Tirhoot section that were under construction, the section of the Mansi-Bhaptiahi extension from Makhana Bazar to Bhaptiahi was opened to traffic in March 1907; the section of the Bettiah-Bagaha extension from Narkatiaganj to Bagaha in May 1907; the section of the Mansi-Bhaptiahi extension from Mansi to Makhana Bazar and the extension from Bairagnia to Narkatiaganj in December 1907. The branch from Saharsa to Budham Ghat is nearing completion.

Bengal Dooars Railway.—The reconstruction of the Ghatia bridge on the Eastern extension (which collapsed during the year) is in hand and will shortly be completed.

Burma Railways.—The Pegu-Martaban (Moulmein) extension was completed and opened for traffic on the 25th September 1907. Of the Henzada-Kyangin extension, 65·66 miles, the section from Henzada to Danbi was opened to traffic on the 15th April 1907. The remainder of the line is nearly completed.

With the exception of the arrangements at the stations, the doubling has been completed of the line between Togyaunggale and Dabein on the main

Railways.

line, and between Hlawga and Wanetchaung on the Prome section. On the main line 26 miles, and on the Rangoon-Prome section 6 miles, of 41¼-lb. steel track were re-laid with 60-lb. steel rails, and on the latter section an additional 1½ miles of similar track have been re-laid with 50-lb. rails. The north shore siding to the river bank at Henzada and the ferry arrangements, both there and at Tharawaw shore, have been completed.

Jodhpur-Bikaner Railway System.—Construction work has been commenced on the Degana-Hissar 3′ 3⅜″ gauge extension, 197·03 miles.

Rohilkund and Kumaon Railway.—The line from Lalkua, *viâ* Kashipur, to Ramnagar was opened to traffic on the 20th April 1907; that from Moradabad to Kashipur on the 11th January 1908.

South Indian Railway System.—The renewal of certain spans of weak girders with metre-gauge standard requirements on the Madura-Tuticorin and Maniyachi-Tinnevelly sections was completed. The re-arrangement of Egmore station at Madras is in hand.

Southern Mahratta Railway System.—The Sangli Railway, which was under construction during 1906, was opened to traffic on the 1st April 1907. The Bezwada-Masulipatam Railway is nearly completed. The construction of the Dhone (Kurnool Road)-Kurnool Railway, preliminary operations in connection with which were started in 1906, is well in hand.

Cutch Railway.—Progress continues on the construction of the 2′ 6″ gauge extension from Anjar to Bhuj, 25·38 miles.

Dholpur-Bari Railway.—The construction of this line, 19·25 miles, on the 2′ 6″ gauge, is nearing completion.

Dibru-Sadiya Railway.—The construction of the branch line, from Talap Station to Shaikhowa Ghat on the south bank of the River Brahmaputra, is in hand. The survey, earthwork, and the first four culverts are completed; about 3 miles of the permanent-way are finished, and work on the Dangri bridge is in progress.

Dwara-Therria Light Railway.—The construction of this line, 19·50 miles, on the 2′ 6″ gauge, which was suspended in June 1904 for want of funds, continues at a standstill.

Shahdara (Delhi)-Saharanpur Light Railway.—The construction of the main line was completed during 1907; the section of 54·64 miles from Delhi-Shahdara to Shamli was opened for traffic in May, and the remainder of the line on the 15th October 1907.

Principal matters which received attention.

8. The following were the principal matters which received attention during the year 1907:—

Government Control of Railways.—On the 1st January 1908 a new system was introduced under which the Government of India exercised its control over railways. The Consulting Engineer was abolished and railways placed under the direct control of the Railway Board. Extended powers of sanction and administration were delegated to Boards of Directors, with option to delegate their powers to their Agents in India.

Strikes and Board of Conciliation.—The year 1906 saw several petty strikes among different classes of employés, and during 1907 strikes again occurred on certain lines. The discontent on the North-Western and the Bengal and North-Western railways was removed without inconvenience to the public; but that on the Eastern Bengal State Railway, which resulted in the native drivers and firemen going on strike, was of a more serious nature and involved the temporary dislocation of goods traffic. In November 1907 the European and Eurasian drivers of the Howrah-Jhajha district on the East Indian railway submitted a long list of grievances, and they ultimately struck work and were joined by the traffic staff to some extent, the strike spreading over a large portion of the line. This strike was the most serious in the history of railways in India, and for a time completely dislocated traffic generally and the trade of Calcutta in particular. It was only terminated by the appointment by the Government of India of a special Board of Conciliation (based on the lines of the Boards recently introduced in England) to consider the representations of the men. The Conciliation Board dealt mainly with the questions of (i) higher pay or mileage allowance; (ii) extra pay for working overtime and on holidays; and (iii) improved leave rules.

Re-arrangement of the Railways in Southern India.—The contracts of the Southern Mahratta and Madras railways having approached their period of termination, it was decided to take advantage of the opportunity and to re-arrange the railway systems of Southern India. Arrangements were, therefore, made for the Southern Mahratta Railway Company to take over, from 1st January 1908, the South Indian metre gauge lines north of Katpadi, and the existing Madras Railway, excepting the Jalarpet-Mangalore section and branches. The amalgamated undertaking has been called the "Madras and Southern Mahratta Railway," with head-quarters at Madras. The Jalarpet-Mangalore section of the Madras Railway and its branches were handed over to the South Indian Railway Company, and arrangements were also made by which that Company will exercise running powers over the Madras-Bangalore section.

Indian Railway Conference Association.—The Association held meetings at Simla from 23rd September to 7th October 1907, and, in addition to the ordinary questions before it for consideration, dealt specially with the question of the revision and simplification of the existing goods tariff. The Simplification Committee's report, showing in draft a portion of a simplified tariff drawn up on the lines decided upon by the Committee, which met at Delhi soon after their appointment in 1905, was considered and adopted. It was decided by the Association that the final report, when submitted, should be printed and circulated by the secretary for consideration. Meanwhile certain questions of principle connected with the preparation of the simplified tariff have been referred to, and are under consideration by, the Railway Board. During the year, the appointment of a "whole-time" secretary to the Association, with necessary office establishment, was sanctioned by the Secretary of State, who further authorised the Association being empowered to incur expenditure connected with its own working up to an annual maximum of Rs. 40,000. Mr. Ross Johnson was elected secretary to the Conference Association, and on return from leave in England assumed charge of his duties on the 23rd December 1907.

Communication between Passengers and Guards and Drivers of Trains.—Means of communication between passengers and guards and drivers have been fitted to many fast trains and its more extended adoption is being pressed on all lines.

Concessional Rates for Famine Traffic.—Owing to grave prospects of a serious fodder famine in the United Provinces, Central India, Rajputana, the Punjab and the North-West Frontier Province in consequence of the failure of the last monsoon, the railways at the request of the Government of India in October 1907 agreed to co-operate in the measures adopted by Government for the protection of cattle by quoting specially reduced rates for the carriage of bhoosa, grass, karbi, &c., between stations within the areas affected and from stations outside those areas to stations within them. The Government of India, however, realising that even greater assistance than this was necessary in order to effect the movement of fodder in quantities sufficiently large to provide for the safety of cattle within the famine area, decided that freight on consignments of fodder (excepting fodder for the Army Department), booked to stations in the provinces mentioned from places without them, should be recovered from the consignor or consignee at the rate of half an anna per four-wheeled wagon per mile and one anna per bogie wagon, and that the balance of freight calculated at the special reduced rates agreed to by railways, or at the ordinary tariff rates in cases where the rate had not been specially reduced, should be paid by Government.

Revised Rules for the Carriage of Military Traffic.—The revised rules for the carriage of military traffic by rail as recommended by the Indian Railway Conference Association were accepted by the Government of India and introduced, with effect from the 1st January 1908, as a tentative measure for a period of one year.

Committee of Enquiry as to the Provision of Funds for Expenditure on Indian Railways and the System of Working of the Railway Board.—In May 1907 intimation was received of the appointment by the Secretary of State of a committee to inquire into the provision of funds for expenditure on Indian railways and the system under which the Railway Board works. It was at first arranged that Sir James Mackay, chairman of the Committee, and

RAILWAYS. Sir Walter Lawrence, one of the members, accompanied by Mr. Brereton, director of Indian railway companies, should visit India in the winter to discuss matters with the Government of India and the Railway Board, and also to receive evidence on the subject of the enquiry from officials engaged in railway management and from representatives of the mercantile community. The deputation of these gentlemen was subsequently abandoned, since it was considered sufficient for the Committee to receive by letter the views of those interested in the subject in India. The Chamber of Commerce and other public bodies were accordingly directed to send any representations on the subject they desired to make direct to the secretary of the Committee at the India Office, London.

Provision of additional Rolling Stock to meet increased Demands of Traffic.—For the year 1907–08 the Railway Board made a provision of £3,786,670 for additional rolling stock. In view, moreover, of representations received by them from commercial bodies in connection with serious inconvenience caused to the trade owing to insufficiency of rolling stock, an additional million sterling was allotted for the purchase of broad gauge open and covered goods wagon stock, to be distributed among the various Indian railways (with the exception of the Nizam's Guaranteed State Railway). Contracts for the supply of 2,900 covered and 1,450 open goods wagons have accordingly been let in England. The majority of this stock is to be sent out in 1908–09, it being impossible to arrange for the delivery of such a large order in the current year.

Use of Local Manufactures for Railway Purposes.—The arrangement entered into by the Government of India in 1897 with the Bengal Iron and Steel Company, for the supply of 10,000 tons of pig iron and castings annually to State railways for a period of 10 years commencing from 1st April 1897, was not renewed.

Standardization of Locomotives.—Further standard designs of broad gauge mail, passenger and goods engines, prepared by the Engineering Standards Committee in England, were circulated for adoption on the various Indian railways.

Electrification of Railways.—Proposals for working the Kalka-Simla railway and the Nilgiri railway and its extension to Ootacamund by electricity are still under consideration.

The Railway Board also received a report on the question of working the proposed Bhamo-Tengyueh railway with electricity, which is being considered.

Abolition of Bridge Tolls.—In February and July 1907 Government agreed to abolish tolls on the East Indian Railway Company's Tonse bridge and on the Jumna bridges at Delhi and Allahabad, and on the Oudh and Rohilkhand State railway Dufferin bridge over the Ganges at Benares, the bridge over the Ganges on the line between Lucknow and Cawnpore and the bridge over the Ramganga at Moradabad.

Rules to regulate the Transport and Importation of Explosives.—In July 1907 revised rules were promulgated for adoption on all railways in India.

Terms for Construction of Sidings to Kerosine Oil Installations within railway limits.—The form of agreement approved in July 1905 for the extension of State-worked railways into private premises for traffic from mills or other industries made it a condition that a sum of Rs. 200 per mile or part of a mile must be paid by the applicants for a siding to cover the survey charges entailed. It having been represented that this charge was inequitable in the case of the short sidings that are laid to kerosine oil installations within railway limits, orders were issued in February 1907 that it may be remitted in the case of such sidings.

Steamer Service between the Assam-Bengal Railway Terminus at Shaheb Ghatta and the Islands of Sundip and Hatiya.—In November 1907 sanction was accorded to the concession given to Messrs. Turner, Morrison & Co. in connection with a steamer service to be established by them between the Assam-Bengal railway turminus at Shaheb Ghatta and the islands of Sundip and Hatiya being transferred for a period of one year, in the following modified form, to the India General Navigation and Railway and Rivers Steam Navigation Companies, *viz.*, the grant of a rebate of 10 per cent. from the earnings derived from the through traffic interchanged between the

Assam-Bengal railway and the Steamer Companies, subject to a maximum limit of Rs. 500 per mensem, but not subject to any minimum. RAILWAYS.

Flood Damages.—The Tharawaw branch of the Burma railways, 24 miles, *i.e.*, the link between the main line and the Bassein-Henzada branch, was closed to traffic from the 28th June 1907; two miles of line near the Tharawaw end were dismantled, and three large gaps of a total length of 800 feet were made in the railway embankment to pass an expected high flood of the Irrawaddy river, as it was feared that the railway bank would cause a heading up of the flood waters, throw them back into the river and endanger the bund, which protects the town of Henzada. Happily these fears were not realised, and the line was restored, diversions being put in at the sites of the gaps, and traffic over the branch was resumed with effect from the 5th November 1907. Floods breached the Bengal and North-Western railway between Pertabganj and Khanwa Ghât in several places, and the Mirchya river changed its course and encroached; the line will consequently have to be abandoned, in view of which an alternative line is under survey. The Bhikna-Thoree branch was closed on account of heavy floods in July, and re-opened for traffic in December 1907.

Chittagong Jetties, Assam-Bengal Railway.—Considerable loss of property was caused by fires, which occurred in October and December 1907, at the jetties at the double moorings at Chittagong.

Projects for New Lines.—No communication from the respective projectors having been received during the year in connection with the construction of the following lines, which were mentioned in the reports for the two previous years, it would seem that the projectors have abandoned the projects:—

	Gauge.	Miles.
(i) Rawalpindi-Murree Railway (Punjab) - -	3′ 3⅜″	40
(ii) Extensions of the Dacca State Railway—		
(*a*) From Mymensingh, *viâ* Netrokona, to Bara Ari, with a branch to Gauripur (Eastern Bengal and Assam) - -	3′ 3⅜″	36½
(*b*) From Singhjani, *viâ* Sherpur, to Nalitabari (Eastern Bengal and Assam) -	2′ 6″	25
(iii) Serajganj-Ullapara Light Railway (Eastern Bengal and Assam) - - - -	2′ 6″	18

The proposals for establishing rail connection between Dholka and Ranpur, which were also mentioned in the two previous reports and which contemplated—

(i) An extension, on the 3′ 3⅜″ gauge, of the Ahmedabad-Dholka railway from Dholka to Dhandhuka (Bombay), 41¼ miles;

(ii) The construction of a steam tramway from Dhandhuka to Ranpur (Bombay), 18 miles;

(iii) Extending, as an alternative to (i) and (ii), the Bhavnagar-Gondal-Junagad-Porbandar Railway's 3′ 3⅜″ line from Ranpur, *viâ* Dhandhuka to Dholka;

have been negatived by the Government of India, as the parties interested therein, *viz.*, the Bombay, Baroda and Central India and Ahmedabad-Dholka Railway Companies and the Bhavnagar-Gondal-Junagad-Porbandar Railway Administration, were unable to formulate terms acceptable to each.

The proposals for the construction of the following light railways in Bengal, which were put forward in 1905, are still awaiting a decision on the proposals of the Bengal and North-Western Railway for extending the Tirhoot State Railway from Darbhanga to Khagaria:—

(*i*) Samastipur-Rowsara Railway, 17½ miles, to be financed by the District Board of Darbhanga;

(*ii*) Rowsara-Khagaria Railway, 44 miles, to be financed by the District Board of Monghyr.

The Darbhanga-Khagaria line has been surveyed by the Bengal and North-Western Railway and the project report is awaited.

The grant of a concession to the Amritsar-Patti Railway Company for the extension of their line from Patti to Kasur (Punjab), a distance of 30 miles, has been sanctioned by the Secretary of State, and the terms of the concession have since been communicated to the promoters.

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The Secretary of State has signified his willingness to grant a concession to the Barsi Light Railway Company for the portion (about one mile) of the proposed extension of their line from Tadwala to Latur (Nizam's Hyderabad and Bombay), 37 miles, which lies in British territory, and has authorized the company to enter into negotiations with His Highness the Nizam's Government for the portion (about 36 miles) which is in Hyderabad territory. The negotiations with His Highness' Government are in progress.

Proposals were received during the year from the Mysore Durbar for the construction by private enterprise of a 2′ 6″ gauge railway, 39 miles in length, from Taragapet (near Bangalore) to Chickballapur (Mysore). Revised estimates of costs have been called for and are awaited.

Definite proposals were made to the Government of Bengal during the year for constructing, under the provisions of the Bengal Tramways Act, an extension, on the 2′ 6″ gauge, of the Bukhtiarpore-Behar Light Railway from Behar to Silao (Bengal), 10 miles. They are under the consideration of the Local Government.

Negotiations are in progress between the Secretary of State and the railway companies noted below for the construction, on the 5′ 6″ gauge, of the following chord lines :—

(1) The Southern Punjab Railway Company for a line from Kasur down the Sutlej Valley to Lodhran on the North-Western Railway (Punjab), 210 miles ;

(2) The Delhi-Umballa-Kalka Railway Company for a line from Kaithal on the Southern Punjab Railway to Thanesar on the Delhi-Umballa-Kalka Railway (Punjab), 29 miles.

Proposals have been sanctioned by the Secretary of State for the construction of an extension, on the 3′ $3\frac{3}{8}$″ gauge, of the Ahmedabad-Parantij Railway from Idar Road to Brahma-Khed (Bombay), 32 miles.

A detailed project was received during the year from the Agent, Rohilkund and Kumaon Railway Company, for a 3′ $3\frac{3}{8}$″ gauge line from Pilibhit to Barmdeo (United Provinces), $38\frac{3}{4}$ miles, and proposals for its construction by the Company have since been submitted to the Secretary of State.

The proposals, which were received towards the end of the year, for the construction, on the 2′ 6″ gauge, of a railway from Murtajapur to the Pisgaon coal fields (Central Provinces), 150 miles, by a Company to be domiciled in England, are under submission to the Secretary of State.

Consideration of the proposals for the construction of the Kumbakonam-Mannargudi Railway (Madras), $22\frac{1}{2}$ miles, by the Tanjore District Board, is still in abeyance pending information from the Government of Madras as to the method by which it is intended to raise the necessary capital.

A proposal for the construction, on the 2′ 6″ gauge, of a steam tramway from Jalesar Road to Kasganj (United Provinces), 50 miles, having been received by the Government of the United Provinces of Agra and Oudh, the receipt of a draft order under the provisions of the Tramways Act (XI. of 1886) is awaited.

Preliminary proposals having been received by the Government of Bombay for the construction, by private enterprise, of a light railway on the 2′ 6″ gauge from Nadiad, *viâ* Kapadvanj, to Meghraj, with a branch to Godhra (Bombay), 112 miles, an estimate for the survey of the lines has been sanctioned in view to enabling the projectors to put forward definite proposals.

The project by the Rohilkund and Kumaon Railway Company for converting the Dudhwa branch 3′ $3\frac{3}{8}$″ gauge line, 36·74 miles, into a permanent line and bridging the Sardah river was sanctioned, but was not taken in hand owing to a settlement not having been arrived at as to the terms under which funds were to be provided.

The northern route, *viâ* Radhanpur and Nagar Parkar, has finally been decided upon for the proposed Bombay-Sind Connection Railway, and a detailed survey is now in progress from Viramgam on the Bombay, Baroda and Central India Railway to Badin on the North-Western Railway.

In connection with a proposal of Messrs. Tata and Sons, of Bombay, for building iron and steel works near Sini, a broad gauge line from Sini to Gurumaishini has been sanctioned for construction when required. A detailed survey is now in hand for a line from Gurumaishini to join the main

line at Amda instead of at Sini, the former being expected to prove the better route. RAILWAYS.

The commercial value of a canal and harbour at Rameswaram and the probable cost of the necessary marine works are under investigation by the Marine Department and the Government of Madras. In the meantime a modified scheme for the closing of the Pamban Pass and the provision, as a substitute, of a shallow draft canal across Rameswaram island is under consideration.

Considering the large extension of the use of the 2′ 6″ gauge, the Railway Board have thought it desirable, after consulting the 2′ 6″ gauge railway administrations on the various dimensions to be adopted, to introduce a schedule of dimensions for this gauge on the lines of the broad gauge and metre gauge schedules of 1905, and following the numbering of chapters and items of those schedules.

Through Metre Gauge Connection between the Railways in Northern and Southern India.—The lines comprised in the scheme are—

(1) from Khandwa, *viâ* Akola and Hingoli, to the vicinityof Nanded ;

(2) from Hyderabad to Guntakal, *viâ* Kurnool and Kurnool Road.

His Highness the Nizam's Government have intimated their willingness to provide for the construction of the sections lying in Hyderabad territory, *viz.*, from Nanded to the British frontier and from Hyderabad to Kurnool, and to commence construction as soon as the work on the British section (Khandwa-Akola-Hyderabad frontier) has been started. The latter was included in the triennial programme, 1908–11, as one to be commenced in 1909–10; but, owing to the reduction of the grant for 1908–09 to meet probable outlay on famine relief, its commencement is likely to be further delayed.

Improvement of the Vizagapatam Port.—The question of improving this port so as to render it suitable for ocean-going steamers is under consideration.

Vijapur-Vadnagar Railway.—The detailed project for this line, the construction of which has been proposed by the Baroda Durbar and which, together with the Durbar's Kalol-Vijapur railway, will eventually form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways, has not yet been submitted for sanction. The question of the routing of traffic over the projected chord after its completion, which has been raised by the Bombay, Baroda, and Central India railway and which has an important bearing on the matter, is, however, under consideration.

IRRIGATION. IRRIGATION.

The nature of the climate and the inequalities of the rainfall will account for the great antiquity of the practice of irrigation in India. Many of the irrigation systems now administered by the officers of the Public Works Department are founded on the lines of old native works which have been restored and extended or re-modelled.

The class of works dealt with by the Public Works Department under the head of irrigation may be roughly divided into canals and tanks, though these two kinds of works are frequently used in combination.

The storage of water in tanks for the purpose of irrigation is very common in Southern India. In the Madras Presidency alone there are some 60,000 tanks. The works are for the most part of native origin; but much has been done under the British Government in repairing and improving old tanks, and in constructing new works in Madras, the Bombay Deccan, and in Ajmere-Merwara.

In size the tanks vary from the small works formed by earthen embankments thrown across local drainages, often of only two or three square miles in area, to the costly reservoirs constructed by the Imperial Government such as the Periyar and Rushikulya Works, the reservoirs of which have surface areas of 6,395 acres and 7,900 acres respectively.

Canal irrigation, in which the water is drawn directly from a river, has been practised on the largest scale and with the most successful results in the United Provinces of Agra and Oudh, the Punjab, and the deltas of the large rivers in the Madras Presidency. Irrigation canals are of two descriptions,

IRRIGATION. viz., "perennial" and "inundation." The former are furnished with permanent headworks and weirs, and are capable of irrigating large tracts of country throughout the year, independently of the local rainfall. The magnitude of some of the works of this class, which are almost entirely due to British enterprise and skill, may be judged by a few instances. The Upper Ganges Canal, which has been in operation since 1854, and has cost £2,183,027, comprises 520 miles of main canal and 3,001 miles of distributaries, and in the year 1906–07 supplied water to 934,502 acres. The Lower Ganges Canal with the Fatehpur branch, also in the United Provinces of Agra and Oudh, with a capital expenditure of £2,717,139, has 665 miles of main channel and 2,959 miles of distributaries, and in 1906–07 irrigated an area of 924,026 acres. The Sirhind Canal in the Punjab, which was completed in 1887, has cost £1,661,437, and consists of 319 miles of main channels and 2,041 miles of distributaries, while the Lower Chenab Canal in the same province, which was completed in 1900, has cost £1,881,850, and consists of 427 miles of main and branch channels, and about 2,308 miles of distributaries, with an estimated irrigable area of 1,638,886 acres. In Madras the great deltaic irrigation systems of the Godaveri, Kistna, and Cauvery have respective lengths of main channel of 503, 379, and 844 miles, and together irrigate upwards of 2,500,000 acres. The inundation canals, which are peculiar to the Punjab and Sind, are of a much simpler and less costly description than the perennial canals. They are for the most part simply earthen channels, made without the expensive machinery of masonry dams and sluices, and are supplied with water by the annual rise in May of the Indus and its affluents. They constitute a very useful class of irrigation works, and in some cases have produced most successful financial results. The irrigation from them is, however, to some extent precarious. If the annual flood from the melting of the snows of the Himalayas does not sufficiently raise the level of the water in the river, it is impossible to pass the necessary volume of water on to the fields or even to give any water at all to many of them.

The works to which the preceding paragraph applies take off, in most cases, from the larger rivers, which, drawing their water from lofty mountain ranges, can, even in times of drought, be depended upon for an unfailing supply. In tank irrigation, on the other hand, the supply of water is more or less dependent on the local rainfall, either directly or through the medium of the smaller rivers, which dry up in hot seasons. This is the common system of irrigation in the Bombay Presidency, where irrigation is largely dependent on storage works.

In parts of Baluchistan, where the rainfall is scanty and very capricious, a method is practised of drawing the water from underground springs by means of tunnels driven into the hill sides. There remains the method of irrigation more extensively used in India than any other, viz., that by wells, which, however, does not come directly within the scope of operations of the Public Works Department.

An experiment, which may have an important bearing on future irrigation operations, was commenced in 1905–06 in the shape of the Divi pumping project in Madras, which is intended to irrigate 50,000 acres in the Divi Island at the mouth of the Kistna River by water raised from the river by means of pumping machinery. Should the scheme prove a success, the introduction of other similar schemes may be expected.

Financially considered, the irrigation works are classed as "major" or "minor." The former class includes all the works which have been undertaken from loan funds, in the expectation that they would be sufficiently productive to cover the interest charges on the sums spent on their construction. It also includes the works classed as famine protective, which are constructed not from borrowed funds, but out of the annual grant from revenue for famine relief and insurance. The cost of constructing the "minor" works, as well as the sums annually required for their working and maintenance, are met from the ordinary revenues, and for the greater part of this class of works distinct capital and revenue accounts are not kept.

The distinction implied in the words "major" and "minor" is not in complete correspondence with the facts, as there are some minor works

which are of more importance than some major works. But, speaking generally, the "major" class includes the works of the greatest engineering importance, which have been constructed, or, as in a few cases of old Native works, almost entirely reconstructed by British officers.

The following statement gives a general view of the results obtained from working the canals for which full accounts are kept for 1904–05, 1905–06, and 1906–7:—

—	Capital Outlay (Direct and Indirect) to End of Year.	Gross Receipts.	Working Expenses.	Net Receipts.	Percentage of Net Receipts on Capital Outlay.	Area Irrigated.
	£	£	£	£		Acres.
Major Works - - -	29,079,585	3,383,827	1,038,883	2,344,944	8·06	13,551,159
Minor Works - -	4,250,079	377,899	153,269	224,630	5·28	2,248,399
Total for 1906–07 -	33,329,664	3,761,726	1,192,152	2,569,574	7·71	15,799,558
Total for 1905–06 -	32,094,250	3,220,047	1,147,003	2,073,044	6·45	16,815,927
Total for 1904–05 -	31,079,615	3,247,610	1,092,066	2,155,544	6·93	14,618,084

There are great differences in the financial success of the irrigation works in the various provinces. These are due to the various physical conditions of the country in regard to surface, soil, climate, and the absence or presence of large rivers with a permanent supply of water, as well as to the differences in the character and habits of the people in different districts. There are also considerable differences in the manner in which the irrigation revenue is assessed and collected, which have an important bearing on the financial success of the works. In Madras the bulk of the irrigation revenue is collected with, and on most of the works is consolidated with, the land revenue. In Bengal and Bombay the receipts of the Irrigation Department consist to a great extent of "occupiers'" rates, and are not supplemented by "owners'" rates, as in the United Provinces of Agra and Oudh, nor, with a few exceptions, by a share of the land revenue. In Sind the revenue of the canals consists almost entirely of the share of the land revenue allotted to irrigation. Cultivation is dependent on the artificial supply of water, and the consolidated revenue from the irrigated lands is divided in the proportion of 90 per cent. to irrigation and 10 per cent. to land. In the United Provinces of Agra and Oudh, and in the Punjab, the direct water rates are assessed partly on the occupier and partly on the owner of the land, the bulk of the rates falling on the former, and the irrigation receipts are further increased by a not unimportant contribution from the land revenue. The contribution from the land revenue is the amount considered due to irrigation when an enhancement of land revenue is levied at the periodical revision of the land settlement. Like the owner's rate, which is directly levied, it falls upon the owner of the land.

The immense systems of large artificial water channels with which some parts of India are covered would appear at first sight to offer unrivalled opportunities for water carriage. But though efforts have been made to organise navigation services on the larger irrigation canals, it cannot be said that, on the whole, they have met with a large measure of success. In many cases the receipts from the traffic have failed to cover the working expenses. It is, indeed, obvious that the canals, being designed primarily for irrigation purposes, must often be unsuitable from their alignment and level for navigation.

The following more detailed account of the irrigation operations of the year is given under the heads of the different provinces in which the works are situated.

IRRIGATION. Bengal.

The general results for 1906–07 of working all the irrigation and navigation systems in Bengal for which full accounts are kept are compared with the results of the five previous years in the following statement :—

Year.	Capital Outlay to end of Year.	Receipts.	Expenditure.	Net Receipts.	Percentage of net Receipts on Capital Outlay.	Area Irrigated.
	£	£	£	£		Acres.
1901–1902	5,167,553	147,136	103,432	43,704	0·84	844,024
1902–1903	*5,220,323	168,431	95,709	72,722	1·39	800,440
1903–1904	5,229,813	163,191	95,648	67,543	1·29	809,331
1904–1905	5,281,000	173,319	95,953	77,366	1·46	800,227
1905–1906	5,353,895	176,597	102,382	74,215	1·38	813,405
1906 1907	5,432,579	188,927	124,472	64,455	1·19	904,087

* Includes 40,404*l.* and 10,039*l.* expended on two abandoned projects, viz., Tirhut, and Damodar projects.

During the year under review there were in Bengal six major irrigation works, two of which were classed as protective. Of the productive works, three combine irrigation with navigation, and the fourth (Hijili tidal canal) is purely a navigation work. The two protective works, the Dhaka and the Tribeni canals, were sanctioned in 1900–01, and are still in course of construction, the capital expenditure at the end of the year amounting to £31,081 and £152,482 respectively.

The financial results obtained from the working of the major and minor works, excluding the Tribeni and Dhaka canals, during the year under review are shown in the following statement :—

Canal.	Capital Outlay to end of Year.	Net Receipts.	Percentage of net Receipts on Capital Outlay.	Area Irrigated.
	£	£		Acres.
Major Works :—				
Orissa Canals	1,775,303	4,624	0·26	268,048
Midnapur	566,025	—*1,020*	—	61,042
Sone Canals	1,782,196	62,732	3·52	563,812
Hijili Tidal Canal	174,344	1,179	0·68	—
Total Major Works	4,297,868	67,515	1·57	892,902
Minor Works :—				
Calcutta and Eastern Canals	604,861	3,066	0·51	—
Orissa Coast Canal	298,605	—*5,935*	—	—
Saran Project	47,682	— *150*	—	1,965
Total Minor Works	951,148	—*3,019*	—	1,965

The Orissa, Midnapore, Sone and Hijili Canals, although classed as productive works in the hope that they would prove directly remunerative, show as yet no prospect of fulfilling this expectation, which indeed is not likely ever to be realised. The working of the Sone Canals has shown little improvement since 1902–03.

The Calcutta and Eastern Canals, which up to 1902–03 were the most profitable of the canal works in Bengal, are navigation works designed to maintain communication between Calcutta and Eastern Bengal, through the Sunderbunds. The Orissa Coast Canal, also a navigation work, forms, with the Hijili Tidal Canal, a complete line of communication between Calcutta and Orissa; and in the event of famine in the latter district would be very useful as a means of importing food.

Besides the minor works mentioned in the foregoing statement, there are four works of this class for which capital accounts are not kept, viz., the Nadia river system, the Gaighatta and Buxi Khals, and the Eden and Madhuban Canals. The first-named, which comprises about 472 miles of channel, is used for navigation purposes only.

The capital expenditure for the year amounted to £1,747 on major works (excluding protective projects), £32,803 on minor works and navigation, and £44,135 on protective irrigation works.

IRRIGATION. United Provinces of Agra and Oudh.

In the United Provinces of Agra and Oudh, the capital outlay on canals during 1906–07 was nearly £253,000, including £46,700 each on the Betwa and Dhassan Canals, and £75,500 on the Ken Canal, which was formally opened in December 1906. The three protective works, the Betwa, Ken and Dhassan Canals, have so far cost £697,350, more than half having been spent on the Betwa Canal, which is the only protective work at present in operation. The total loss on working this canal now exceeds £276,000, but the annual deficit, after paying expenses and interest on capital, is being steadily reduced, and was only £4,460 in the year under review. Productive works, which have cost in outlay £7,961,717, yielded in 1906–07 a net profit of £377,890, the enormous extension of irrigation in the spring of 1906 having raised the gross revenue to the record figure of £798,806. The total realisations of the year from all canals amounted to £839,432, and the net surplus accruing to the Local Government under the terms of the provincial contract was over £220,000. The length of working channels increased by 218 miles, and was nearly 14,000 miles at the end of the year. Relief should be experienced in the tracts most liable to famine, not only by the completion in the near future of the Ken Canal, but also by the construction of tanks in Bundelkhand, and by the progress of the Fatehpur–Sikri distributary extension of the Agra Canal, a portion of which was opened for irrigation during the year. The demand upon the canals in 1906–07 was restricted by the copious rainfall which occurred in both harvests, and the area irrigated—2,588,457 acres—though above the average for nine years, was less by nearly a million acres than it had been in the previous year of drought. The figures for sugarcane and cotton show a steady demand for water for these valuable crops.

Punjab.

In the Punjab the general results of the year's operations for all works are shown in the following table in comparison with the records of the five previous years :—

Year.	Capital Outlay to end of Year.	Area Irrigated.*	Assessed Revenue.*
	£	Acres.	£
1901–02	6,744,839	5,065,134	1,015,069
1902–03	6,998,734	5,256,040	1,066,436
1903–04	7,164,461	5,963,102	1,195,207
1904–05	7,292,993	5,858,199	1,231,641
1905–06	7,621,550	6,368,338	1,252,097
1906–07	8,120,936	6,088,629	1,213,021

* Includes Muzaffargarh Canals.

Taking the actual revenue collected during the year, the following table compares the individual results obtained from all the works for which full accounts are kept :—

Canals.	Length of		Capital Outlay to end of Year.	Net Revenue collected in Year.	Percentage of Net Revenue on Capital Outlay.
	Main and Branch Channels.	Distributaries.			
	Miles.	Miles.	£	£	
Major Works :—					
Western Jumna (including Sirsa Branch).	346	1,803	1,155,840	134,161	11·61
Upper Bari Doab	369	1,590	1,337,674	174,367	13·04
Sirhind (British portion)	319	2,041	1,661,437	141,256	8·50
Lower Chenab	427	2,308	1,881,850	453,372	24·09
Lower Jhelum	113	1,116	1,030,241	55,902	5·43
Upper Sutlej (including Lower Sohag and Para).	328	390	116,736	23,431	20·07
Sidhnai	68	131	87,095	23,556	27·05
Indus Inundation	668	107	136,896	7,135	5·21
Minor Works :—					
Shahpur (Imperial)	72	80	14,394	2,654	18·44
Ghaggar (British portion)	44	24	22,888	*—1,559*	—
	2,754	9,590	7,445,051	1,014,275	13·62

Irrigation. The financial returns for the various works in 1906–07 are considerably greater than those earned in 1905–06, due largely to the development of irrigation on new systems and to new colonies being settled. Large remissions, however, continued to be made on account of the partial failure of the cotton crop through attacks by boll-worm, and of the prevalence of plague in certain districts. None of the canals earned less than 5 per cent. The Sidhnai Canal showed a return of 27·05 per cent., the highest of any of the Punjab canals. It was, however, closely followed by the Lower Chenab with 24·09 per cent. and the Upper Sutlej with 20·07 per cent. The Lower Jhelum earned a return of 5·43 per cent., and for the first time showed an excess over its interest charges for the year.

On the Native States branches of the Sirhind Canal the area irrigated was 473,293 acres, as compared with 425,656 acres in the preceding year. The profit earned by these branches amounted to £90,844, giving a return of 9·65 per cent. on the total capital expenditure of £940,730 incurred up to the end of the year.

The capital expenditure for the year on works for which full accounts are kept amounted to £64,327, of which £33,925 was incurred on the Lower Jhelum Canal, £15,519 on the Indus Inundation Canals, and £5,599 on the Upper Bari Doab Canal. In addition, £249,631 was expended on the Upper Chenab Canal, £178,287 on the Upper Jhelum Canal, and £7,140 on the Lower Bari Doab Canal, which are still under construction.

The navigation operations on the Western Jumna Canal resulted in a profit of £4,419. The Sirhind Canal navigation was worked at a loss of £683.

At the end of the year under review, the accumulated net profits on the Lower Chenab Canal amounted (after defraying interest charges) to £2,257,729, while the capital invested to the close of the year amounted to £1,881,850. In other words the profits now exceed the cost of the canal by £375,879.

Burma. In Lower Burma there are no large irrigation works. The expenditure recorded under the head of "Irrigation and Navigation" has reference to the river embankment and drainage works, and navigation canals.

In Upper Burma there are three large irrigation canals, the Mandalay, the Shwebo, and the Môn. Of these, the Mandalay and Shwebo were the only works that earned revenue during 1906–07. The capital outlay on these two works to the end of the year amounted to £341,570 and £306,996 respectively, on which the net receipts of £13,151 and £4,295 gave returns of 3·85 and 1·4 per cent. 46,282 acres were irrigated from the Mandalay Canal as compared with 41,839 in the previous year, and 44,639 acres were served for the first time from the newly constructed Shwebo Canal. The results on the Mandalay Canal have not come up to expectations, owing mainly to the slow rate at which land covered by heavy jungle is being occupied and cleared for cultivation, and in a smaller degree to water-logging in the Aungbinlé Lake and on the Patheingyi and Tamokso distributaries. Drainage schemes are under consideration.

Work on the Ye-u Canal continued during the year, the capital expenditure to 31st March 1907 amounting to £41,478. On the Môn Canal progress was slow owing to insufficient arrangements having been made for obtaining labour; the capital outlay to the end of the year amounted to £114,540.

The various minor canal systems in the dry zone of Upper Burma supplied water to 246,733 acres, as compared with 287,766 acres in 1905–06. The net revenue from these works amounted to £8,267. The most important works during the year were carried out on the Nyaungyan-Minhla Tank, the Meiktila Lake, the Ngapyaung Canal, and the Shwetachaung. With some important exceptions, these works were constructed before the annexation of the Upper Province, but they have since been much improved by the Public Works Department.

Central Provinces and Berar. The generally plentiful rainfall of the year led to a decrease in the area under irrigation in the Central Provinces, but in Berar, where irrigation is mostly confined to garden crops, there was a small increase. Less than 5,000 acres were irrigated from State tanks, but important progress was made in familiarising the people with the irrigation policy of the Government, and

there is every indication that they are awaking to the value of irrigation. Altogether nearly £93,000 were expended on State irrigation works. The large Khairbandha tank was completed at a cost of £18,300, and a commencement was made on the Ramtek Reservoir, which is estimated to cost £86,670. There were in all 184 works of all kinds under construction, and 113 projects were under investigation or revision. In the Nagpur division work was, as in all departments, much obstructed by the scarcity of labour. IRRIGATION.

From an irrigation point of view the Madras Presidency is distinguished by the variety and extent of its works, ranging from the great deltaic systems of the Godaveri, Kistna, and Cauvery, to the small tanks and channels maintained by the Revenue Department. Madras.

The number of tanks directly or indirectly dependent on the local rainfall is very large, and, speaking generally, the success of the irrigation operations is more affected by local climatic conditions than in Northern India, where the irrigation works draw their supply from large rivers fed by the melting of the snows on distant mountain ranges.

There are at present in operation 9 major works and 28 minor works, for which capital and revenue accounts are kept, and numerous other irrigation and agricultural works, individually small, for which such accounts are not kept. Of the 28 minor works for which full accounts are kept, 24 are irrigation systems, and four are tidal canals intended for purely navigation purposes.

Two new protective major works, the Mopad Reservoir and the Bhavanasi tank, and two productive major works, the Nagavalli River project and the Divi pumping project, were under construction during the year. The Divi pumping project, referred to in the previous year's report, is an experimental scheme and, if successful, will pave the way for the introduction of similar schemes in other parts of India. It was recommended by the Irrigation Commission as a project of considerable importance. Its estimated cost is £120,400, and of this amount £51,464 was expended up to the close of the year under review.

In addition to the 28 minor works referred to above, eight others, belonging to the class for which full capital and revenue accounts are kept, are still under construction.

Of the irrigation works for which full accounts are kept, the length of completed main canal was 3,500 miles, and of distributary channels 7,713 miles. The area irrigated during the year ending 31st March 1907 by these works was 3,631,599 acres. The canals used for navigation purposes only had a total length at the end of the year of 316 miles.

Taking all the works for which full accounts are kept, the general results of the year's working compared with those of the four previous years will be seen from the following statement :—

Year.	Capital Outlay.*	Area Irrigated.	Net Actual Revenue.	Percentage of Net Revenue on Capital.
	£	Acres.	£	
1902–03	6,299,896	3,525,034	480,595	7·63
1903–04	6,401,661	3,498,472	451,026	7·04
1904–05	6,515,022	3,558,659	456,668	7·01
1905–06	6,648,111	3,682,907	484,645	7·29
1906–07	6,815,915	3,631,599	520,423	7·63

* Including expenditure on works under construction.

The net revenue recorded in the foregoing statement is that which has resulted from the outlay of Government capital.

The returns on capital outlay in the class of major irrigation works show slight increases under all the systems with the exception of the Godaveri and Cauveri delta systems. In the former case the percentage dropped from 19·75 in 1905–06 to 19·47 in the year under review, and in the latter from 24·82 to 22·90, both decreases being very slight. The only major protective work in operation—the Rushikulya project—showed a decrease from 1·14 to 0·60 per cent.

Irrigation. The results of the year's working for the major works in operation are shown by the following figures :—

Work.	Area Irrigated.	Capital Outlay.	Net Revenue.	Percentage of Net Revenue on Capital.
	Acres.	£	£	
Godaveri Delta - - - -	872,849	938,220	182,722	19·47
Kistna Delta - - - - -	664,171	1,029,989	162,021	15·73
Pennér River Canal - - -	165,462	432,883	28,271	6·53
Kurnool-Cuddapah Canal - -	43,156	1,462,382	8,907	0·61
Barur Tank - - - -	6,902	29,100	903	3·10
Cauvery Delta - - -	983,106	237,522	54,338	22·90
Srivaikuntham Anicut - - -	44,431	108,524	7,724	7·12
Periyar Project - - -	159,732	664,711	28,077	4·22
Rushikulya (Protective Work) - -	103,324	337,275	2,013	0·60
Total - -	3,043,133	5,240,606	475,026	9·06

The minor works for which full accounts are kept irrigated an area of 588,466 acres and earned a net revenue of £45,360, equivalent to a percentage of 3·16 on the capital expended on them. The purely navigation works were in each case worked at a loss, the total sum involved amounting to £1,947.

Besides the works referred to in the foregoing paragraphs there is a large class of small works in Madras, partly maintained by the Public Works Department and partly by the Revenue Department, for which distinct capital and revenue accounts are not kept. The total irrigation revenue derived from these works in 1906–07 was £616,162, as compared with £556,398 in 1905–6 ; the area irrigated by them was 3,450,743 acres, being an increase of 147,364 acres as compared with the previous year. A plan for the systematic repair of some of these works has now been in progress for some years and is about two-fifths completed. Up to the 31st March 1907 an expenditure of over £632,500 had been incurred under this scheme, and approximately 55,640 square miles had been investigated.

The capital expenditure for the year on major works amounted to £150,384, of which £51,464 was spent on the Divi pumping project, £31,207 on the Periyar project, £19,743 on the Nagavalli River project, £18,580 on the Mopad Reservoir project, and £10,687 on the Godaveri delta system. The capital expenditure on minor works and navigation, for which full accounts are kept, amounted to £14,310, of which £2,822 was expended on the Hajipuram tank and £897 on the Berijam project.

Bombay including Sind. In the Bombay Presidency, excluding Sind, the water system does not as a rule, admit of the construction of large irrigation works. The rivers or streams are mostly small, and more or less dependent on the rainfall, and a constant supply cannot be obtained from them without the aid of large reservoirs or "tanks." In Sind the success of the irrigation operations is dependent on the regular rise of the river Indus.

During the year the total expenditure upon irrigation works throughout the Presidency and Sind fell from £322,184 to £316,667. Of the total amount £73,333 were spent upon works, about £145,000 upon repairs, and £86,667 upon establishment. The expenditure upon Famine Relief debitable to "Irrigation" was £15,329. The total area irrigated from the Deccan and Gujarát works for which capital and revenue accounts are kept was 108,787 acres, against 105,716 acres in the previous year. The gross assessed revenue rose from £59,555 to £63,144. The area irrigated by all classes of works in Sind was 3,487,653 acres, against 3,349,488 acres in the previous year and 2,923,928 acres in the year 1904–05. The gross assessed revenue amounted to £569,962, the corresponding figures for 1905–06 and 1904–05 being £543,425 and £443,153 respectively. The areas irrigated and the assessed revenue are the largest yet obtained in Sind. The increase of 138,000 acres of irrigation over the previous year's total, which was itself a record total, illustrates the eagerness with which facilities for irrigation are

seized by the cultivators in Sind and the necessity for increasing the means of irrigation. This increase of area is most satisfactory. IRRIGATION.

In Bombay the season was, on the whole, a good one, the rainfall being ample and fairly well distributed. In the Central Division, however, the late rains partially failed in some places, and in Dharwar the monsoon was weak, and several tanks were dry from April to June. Irrigation from the new tanks in the Panch Mahals and Kaira was small, as the tanks did not fill. In the Poona, Nasik, Ahmednagar, Sholapur, Belgaum, and Bijapur Districts, several canal and tank works were opened for famine relief purposes, but fortunately there was little scarcity and the number of workers was never large. Sanction was received during the year for the Godavari Canal project estimated to cost £636,700, and the works were commenced. Work on the Girna Left Bank Canal and the Waghad Tank in the Nasik and Ahmednagar Districts was in progress.

In Sind the existence of cultivation depends upon irrigation, and there is constant demand for water from the canals. This fact and the comparatively inexpensive nature of inundation canals account for the favourable results generally obtained from the working of irrigation canals in the province.

The year was exceedingly prosperous and the inundation exceptionally favourable, in fact in the case of several canals the flow developed into floods accompanied by burst banks and flooded fields.

The area of cultivation under the Jamráo Canal decreased by 39,000 acres owing to the scarcity of labour. The crops under the Nasrat and Fuleli Canals were excellent and the Dád Canal worked well. The Indus River Commission carried out topographic and hydrographic surveys, and made a number of borings for the Sukkur weir.

The only major work in operation in the North-West Frontier Province is the Lower Swat River Canal with a length of 22 miles in the main and branch channels and 186 miles in distributaries. This work was originally designed as a protective scheme, but was transferred from the commencement of 1906–07 to the class of productive works. Another major work, the Paharpur Inundation Canal, is in the course of construction as a productive work, and expenditure amounting to £34,415 had been incurred on it up to the close of the year. The project estimate, amounting to £1,216,016, for a third work, the Upper Swat River Canal, to take off from the Swat River at Chakdarah and to serve the large irrigable area lying north of the Kabul River, has been sanctioned, and preliminary work has been commenced. North-West Frontier Province.

The capital expenditure on the Lower Swat River Canal to the end of the year under review amounted to £280,724, and the net revenue for the year to £29,227, giving a return of 10·41 per cent. In the previous year the profit and percentage were £26,480, and 9·5 respectively. The area irrigated in 1906–07 was 151,460 acres, as compared with 158,808 acres in 1905–06, the decrease being due to ample rainfall throughout the rabi season, the demand for canal water falling off.

The minor works in operation include the Kabul River Canal and the Bara River Irrigation Works. The capital expenditure on the Kabul River Canal to the 31st March 1907 amounted to £66,652, and the net receipts for the year realised £3,229, equivalent to a return of 4·85 per cent. The total area irrigated during the year was 35,395 acres, against 31,668 acres in 1905–06; this is the highest on record, and is due to the opening of the Hazar Khani branch and to improved methods of irrigation.

The revenue management of the Bara River Irrigation Works is in the hands of the Civil Department, and reports of area irrigated and revenue earned are not available.

The two principal Irrigation Works in the province are the Shebo Canal and the Khushdil Khan Reservoir, both of which were in operation during the year under review. A third project, known as the Anambar Flood Channel, has now been completed at a cost of £3,680, but it has not yet been opened, as there are no colonists and consequently no land ready on which to put the water. Baluchistan.

The capital expenditure on the Shebo Canal and Khushdil Khan Reservoir at the end of 1906–07 amounted to £46,700 and £68,498 respectively, and the net gain for the year was £577 and £4,368, representing a return of 1·24

IRRIGATION. and 6·38 per cent., respectively. The area irrigated by the Shebo Canal was 2,371 acres, and by the Khushdil Khan Reservoir 6,633 acres. A loss of £192 was incurred on the Anambar Flood Channel, representing the expenditure for the year on the maintenance of the canal.

Coorg. The expenditure on irrigation in Coorg during the year was £2,616, against a grant of £2,533, the excess being due to the pushing on of the work at Devanur when labour was available. The major works completed were improvements to the Kudlur Hirikere and Doddakanagala tanks and the investigation of the Harangi project. Works in progress included the construction of a dam with channels on the right and left banks of the Kire hole stream at Devanur, and improvements to the Nagavala, Tavere and other tanks throughout the province.

BUILDINGS AND ROADS (CIVIL).

BUILDINGS AND ROADS (CIVIL). The Buildings and Roads branch of the Public Works Department embraces all the operations of the Department which are not classed under the special heads of Railways and Irrigation. It includes the extension and maintenance of the road system, the construction and repair of all the buildings required for the proper discharge of the functions of government in all its branches, and a large miscellaneous class of works of public improvement, including lighthouses, harbours, embankments, boat bridges, and ferries, and the water supply and sanitation of towns.

The operations of this branch of the Department are classed primarily under the head of Civil Works. The Military Works which in previous reports were included with Civil Works in this section are now dealt with separately in the Finance and Revenue Accounts of the Government of India under the head of Military Services, and are consequently not now referred to in this chapter. The expenditure on Civil Works is chiefly met from provincial and local resources. The classification of the expenditure for 1906–07 is shown in the following table :—

—	Imperial.	Provincial.	Local.	Total in India.	Expenditure in England.	Grand Total.
	£	£	£	£	£	£
Civil Works, 1906–07	650,139	3,262,611	1,572,593	5,485,343	68,758	5,554,101
„ 1905–06	718,220	3,020,385	1,541,579	5,280,184	75,023	5,355,207

The greater part of the expenditure from local funds is absorbed by the maintenance and extension of roads. A portion of this expenditure is under the direct control of the Public Works Department, but the larger part of the local funds outlay under the head of Buildings and Roads, as well as a small portion of the provincial outlay, is under the management of the Civil Department, and is not controlled by the Public Works officers.

The extension of local government in India has thrown a large portion of the smaller class of public works into the hands of the local boards. Speaking generally, the boards maintain their own establishments, but in the case of any works of unusual difficulty have recourse to the professional skill of the Public Works officers.

The following detailed account of Civil Works for the year under review is given under the heads of the different provinces in which the expenditure was incurred.

Bengal. In Bengal the expenditure in 1906–07 on Civil Works was as follows :—

	£
Imperial	160,494
Provincial	458,699
Local	299,887
Total	919,080

Buildings and Roads (Civil).

* The Imperial works undertaken during the year were not of great importance. Owing to the accommodation in Government House and its attached buildings being insufficient for present requirements, land and buildings were acquired in the vicinity in order to provide additional accommodation. As no room is available in any of the Imperial Secretariat buildings for the new Department of Commerce and Industry, land was acquired near the present Secretariat buildings for the purpose of constructing an office for that Department.

Under Provincial works, the needs of the High Court and the Civil and Criminal Courts in the Province continued to receive attention. Good progress was made with the new Presidency Jail at Alipore, while materials were collected for constructing a District Jail at Howrah in place of the present sub-jail. Police training schools for constables were established at Bhagalpur and Purulia. Several works in connection with hospitals and dispensaries were constructed or in progress in Calcutta and at other stations. Adequate attention was given during the year to the housing of Government officials.

Under communications, the lighting of the Calcutta Maidan was improved at important road junctions. Metalling of the Tista-Rishi road was in progress and the survey of the Bengal-Tibet road was completed.

United Provinces of Agra and Oudh.

In the United Provinces of Agra and Oudh the outlay under the different heads of service was as follows :—

	£
Imperial	56,423
Provincial	362,628
Local	230,751
Total	649,802

The quarters of the Imperial Cadet Corps at Dehra Dun were furnished and subsidiary buildings constructed. At Cawnpore the currency office made some advance, and a new Commissioner's Court was being built at Meerut. Large improvements and extensions were made at the Thomason College, Roorkee, the Medical School at Agra, and the new Agricultural College at Cawnpore. Over £6,700 was spent at Naini Tal and Allahabad on the construction of quarters for Secretariat clerks. The new civil hospital at Allahabad approached completion, and numerous dispensaries, schools, offices, jails, and police buildings were being constructed or improved. At Agra £5,000 was spent on archæological restoration. The most important bridge under construction was a new one over the Jumna at Agra, estimated to cost £126,670. The metalled roads under maintenance had a length of 6,070 miles, which was increased by 120 miles during the year.

Famine relief works costing £66,670 were carried on by the Public Works Department during the year.

Punjab.

In the Punjab the expenditure for the year on Civil Works was as follows :—

	£
Imperial	47,252
Provincial	333,561
Local	91,693
Total	472,506

The most important Imperial works completed during the year were additions and alterations to Ranbir Villa at Kasauli to adapt it for use as a Central Research Institute, construction of peons' quarters for the Imperial Secretariat at Simla, improvements and additions to Windcliffe and Knockdrin at Simla, a new postal Stock Depôt at Lahore, and alterations to the Post Office at Ferozepore. In addition, the following buildings were in progress,

* These particulars relate to 1905–06, the details for 1906–07 not having as yet been received.

BUILDINGS AND ROADS (CIVIL).

viz., the addition of a third storey to the Central Library at Simla, quarters for the Superintendent of the Jhelum Colony at Sarghoda, a new office for the Accountant-General at Lahore, and stables for the General Post Office at the same place.

Under Provincial Civil Works, the new Public Works Secretariat Offices at Lahore, which were commenced in the previous year, were built up to roof level. An office at Delhi for the Commissioner, Delhi Division, the O'Brien High School at Mianwali, a Sessions House at Lyallpur, the District Jail at Campbellpore, an Assistant Commissioner's Court at Pindi Gheb, and a Court House at Sakesar were completed. The European clerks' cottages at Lahore were also completed and are proving very popular.

The expenditure on new roads continues to increase. A five-year programme for the construction of new feeder roads to railways was drawn up during the year, and an expenditure of £26,667 was incurred under it. The maintenance outlay continues very heavy, and it is likely to increase owing to the rapid extension of the road mileage and the increasing price of labour.

Boat bridges were maintained over the Jhelum at Khushab, the Ravi at Shahdara, and the Indus at Dera Ghazi Khan; the usual steam ferry service at the latter place was worked by the North-Western Railway during the hot weather. A boat bridge was constructed over the Phalku Nalla at Wazirabad, and the District Boards maintained certain other boat bridges over the Jumna and Beas.

Various miscellaneous public improvements were undertaken at Simla and Lahore, and waterworks, estimated to cost £28,700, were under construction at Ludhiana.

Famine relief works were opened at the beginning of the year in the Rohtak district owing to the failure of the preceding monsoon and winter rains. The labourers were employed on digging large tanks at Mandauthi, Bakhra and Mokhra, and on the excavation of kunkur for the Rohtak-Mahim and Thajjar-Bahadurgarh roads. All these works were closed by the end of August. The total expenditure to the end of the year amounted to £5,779.

Burma.

In Burma the total expenditure on Civil Works for the year was :—

	£
Imperial	543
Provincial	704,211
Local	122,066
Total	826,820

Progress was made with various important building operations in Rangoon. The Secretariat buildings were completed, and improvements were made in the old General Public Offices in Strand Road. Fair progress was made with the works in connection with the new General Hospital at Rangoon, and the erection of a new Chief Court was advanced a stage. The extension of the Currency buildings was in hand, and a commencement was made with the new Press building. Outside Rangoon new buildings for the use of the various departments of the Administration were in course of construction all over the country. In the Southern Shan States nearly £20,000 was spent in moving the Kengtung post to a healthier site at Loimwe, which is about 5,000 feet above the sea. Work on the Rangoon Town Lands Reclamation Scheme progressed satisfactorily, the outlay amounting to about £43,300. The Hlawga waterworks were completed and handed over to the Rangoon Municipality on 1st July 1906.

Central Provinces and Berar.

The amount of the expenditure for the year was :—

	£
Imperial	5,213
Provincial	328,479
Local	47,594
Total	381,286

Buildings and Roads (Civil).

The re-organisation of various departments and the formation of the new district of Drug necessitated a very heavy programme of construction, and almost one-half of the total expenditure on provincial works was devoted to original buildings. Unfortunately the outburst of activity coincides with a sharp upward rise all over the provinces in the cost both of materials and of labour, and also with a great dearth of the latter. Good progress has, however, been made. The inauguration of the station-house system in Raipur and Drug necessitated the construction of a large number of police buildings of all kinds in these districts. Excise reforms similarly involved the construction of several bonded warehouses. At Drug, buildings had to be provided for every branch of the Administration, quarters had to be provided for various officials, and it was necessary to open up many new roads to connect the headquarters of the new tahsils, and to give a more ready outlet to the produce of the district. The rapid growth of Nagpur has also thrown a great deal of work on the Department, both in the provision of accommodation and in the construction of new connecting links in the civil station. The largest individual work in hand during the year was the new Secretariat building at Nagpur. On original communications more than £53,000 was spent, special attention being given to the vast and hitherto almost roadless region of the Chanda Zamindaris, and also to the new district of Drug. Over £76,000 was expended on the upkeep of existing roads.

Eastern Bengal and Assam.

The total expenditure in Eastern Bengal and Assam for 1906–07 was as follows :—

	£
Imperial	5,763
Provincial	321,274
Local	177,796
Total	504,833

Under Imperial works, land was acquired for Telegraph and Post Offices at Dacca, Patiya, and Comilla. Temporary extra accommodation was provided for the Accountant-General's Office, and a building for the Telegraph Sub-Divisional Office at Gauhati was completed.

In the class of provincial works, extensive repairs to the Government House at Shillong were in progress, and petty additions and improvements were carried out in the temporary Government House at Dacca. The staff quarters at Dacca were completed ; a site was acquired for the Government House at Chittagong, and 762 acres of land were under acquisition for the new civil station at Dacca. The School of Engineering at Dacca was completed, while the Arts College, hostel, and subsidiary buildings in the same town were well advanced. A dispensary was built at Dimapur, and two male wards were added to the Lunatic Asylum at Tezpur.

Among miscellaneous public improvements, the most important were the acquisition of the site for the new civil station at Jorhat, improvements to the Gauhati waterworks and to the navigation on the Dhaleswari river, and the construction of four masonry wells in the Sylhet municipality.

Communications received attention in the Naga Hills and Surma Valley Divisions, where several new works were completed. Improvements to the Assam Trunk Road between Lakhimpur and Fakirganj, to the Dhubri-Kachugaon Road, to the North Trunk Road, to the Gauhati-Shillong Road, and to the Shillong-Charra Road were in progress. Several other new works were also in hand or under survey.

Madras.

In Madras the expenditure for the year on Civil Works was as follows :—

	£
Imperial	13,492
Provincial	336,868
Local	409,778
Total	760,138

BUILDINGS AND ROADS (CIVIL).

There were no Imperial works of importance in progress, and the year's expenditure came almost entirely under the heads of Provincial and Local Civil Works.

Among buildings completed during the year were the Gass Forest Museum at Coimbatore and the Pasteur Institute at Coonoor. The collector's office at Cocanada was nearly completed and that at Guntur was under construction. Structural alterations and improvements were also in progress at Government House, Ootacamund. The Central Record Office at Madras was also commenced.

Under the head of Communications a few important roads are in the hands of the Provincial Public Works Department, chiefly in the Nilgiris, Shevaroys, and Eastern and Western Ghâts. Existing ghât roads were maintained, and the new road in the Palnis from Aiyampalayam to Tandigudi was practically completed. A proposal for a road to Kodaikanal *viâ* "Law's Trace" is now under consideration. The greater part of the road system of Madras, is, however, in the hands of the Local Boards, whose expenditure is not under the control of the Public Works Department. They maintain their own engineering establishments, though in some cases they employ the agency of the Public Works Department for particular works.

Archæological excavations were carried out during the year throughout the Presidency.

Bombay.

The expenditure on Civil Works in the Buildings and Roads branch in the Bombay Presidency for 1906–07 was as follows :—

	£
Imperial	59,922
Provincial	416,892
Local	180,920
Total	657,734

The principal buildings completed during the year were the new Observatory at Alibag, a District Prison at Sukkur costing £18,374, the new Central Prison at Karachi costing £23,771, numerous land revenue and excise buildings, and additions to St. George's Hospital, Bombay, the Male Training College, Bombay, and the College of Science, Poona. In connection with the Agricultural College and Research Institute at Poona, an expenditure of £5,680 was incurred during the year on constructing Chemistry and main buildings, planting trees, constructing roads and buildings in connection with the Demonstration Farm, and payment of land compensation, against an estimate of £35,330. Progress was made with the construction of the new General Post Office, Bombay, the extension of the Central Telegraph Office, Bombay, new civil hospitals at Belgaum and Karachi, and numerous other buildings. A sum of £7,532 was spent in acquiring certain land at Parel required for the site of the new prison for the City of Bombay. Considerable expenditure was also incurred on the preservation of archæological antiquities throughout the Presidency.

During the year £41,300 was expended on original works connected with roads. Out of this £16,583 was provided by Provincial and £24,717 by Local Funds. The works undertaken included a number of new metalled and unmetalled roads in all divisions.

The Local Funds works, in addition to roads, consisted of school buildings and miscellaneous water supply and drainage works carried out through the agency of the Public Works Department. The construction of a light-house on the Dholera Bandar, estimated at £564, was continued, the expenditure during the year amounting to £400.

The Famine Relief works opened in the Central Division towards the close of the year 1905–06 were closed by the end of September generally. In the Southern Division the works started during 1905–06 were continued and some new ones were also opened. These works were mainly of the nature of improvements to roads and tanks.

The expenditure on Civil Works in Coorg was as follows :— BUILDINGS AND ROADS (CIVIL). Coorg.

	£
Imperial	20,004
Local	2,732
Total	22,736

The principal civil buildings completed during the year were quarters for revenue officials at Ponnampet and Hudikeri, a segregation ward at Sidapur, police lines at Fraserpet and Bhagamandala, and a girls' school at Ammatti. Major works under construction were the Mercara and Virajendrapet hospitals, improvements to the Mercara High School and primary school, and police lines at Mercara Town, Virajendrapet, and Mercara taluk. The total expenditure on communications was £8,743 against a grant of £8,646, the excess being due to the execution of additional repairs to roads to keep them in good order during the monsoon and to the advantage taken of labour when available to push on with the works. An inspection bungalow at Sidapur, bridges on the Mercara-Kodlipet road, and the metalling of part of the road from the Cauvery to Virajendrapet were completed, while the Wynaad road and the metalling of numerous other roads were in progress. Excluding the usual outlay on the upkeep of bungalows, coolie lines, and bridges, the expenditure on account of repairs amounted to £6,787. The existing communications were maintained in good condition, the mileage under metalled and unmetalled roads being 162 and 54 respectively.

In the North-West Frontier Province, the expenditure for the year on Civil Works was as follows :— North-West Frontier Province.

	£
Imperial	101,896
Local	7,892
Total	109,788

The principal buildings completed during the year were a Court-house and Residence for the Assistant Commissioner at Nowshera, a new telegraph office at Nowshera, a Militia and Civil post at Miranshah, Militia posts at Tanai and Spinkai Kach, a new Civil post at Sarwakai, a Divisional Judge's Court at Dera Ismail Khan, and a Munsiff's Court at Bannu. Under communications, the Murtaza-Wana road was completed with all bridges and culverts, the road from Dera Ismail Khan to Zam Choudwan was opened to traffic, and a steel girder bridge over the Gomal River and numerous other bridges on the Dera-Tank-Murtaza were under construction. Boat bridges over the Indus at Dera Ismail Khan and Khushalgarh were maintained, the one at Dera Ismail Khan being replaced during the hot weather by a steam ferry service under the management of the North-Western Railway.

CHAPTER XII.

POST OFFICE AND TELEGRAPHS.

Post Office.

Post Office.

Financial Results.—The receipts and charges of the Post Office for the last three years, as shown in the Finance and Revenue Accounts, are given in the following statement:—

Year.	Receipts.	Expenditure.	Net Revenue.
	£	£	£
1904-05 - - - -	1,575,980	1,519,813	56,167
1905-06 - - -	1,651,477	1,575,936	75,541
1906-07 - - -	1,751,146	1,602,933	148,213

Extent of Postal Operations.—The extent of the operations of the Post Office, and their development during the last three years, are shown in the tables in the margin.

Year.	Post Offices.	Letter Boxes.	Village Postmen.	Length* of Postal Lines.
	No.	No.	No.	No.
1904-05 - - - -	16,033	36,037	8,322	148,836
1905-06 - - -	16,775	37,107	8,376	151,871
1906-07 - - -	17,180	39,523	8,383	153,606
Increase in 1906-7 over 1905-1906 - - - -	405	2,416	7	1,735

* Including the Bombay-Aden line.

Since 1904 there has been a gradual transfer of the District Post Establishments to the Imperial Establishment. The process was completed by 1st March 1906, with the exception of some establishments in Baluchistan.

Of the total length of postal lines, 1,185 miles were political lines administered by the Imperial Post Office. The increase was greatest in Burma.

Year.	Letters (including Postcards).	Newspapers.	Book and Pattern Packets.	Parcels.	Total.
	No.	No.	No.	No.	No.
1904-05 - -	597,707,867	37,078,187	39,593,010	4,541,367	678,920,431
1905-06 - -	645,126,042	40,200,838	43,719,064	4,955,379	734,002,223
1906-07 - -	683,707,568	44,045,566	46,531,568	5,281,884	779,556,586
Increase in 1906-07 over 1905-1906 - -	38,580,626	6,647,232		326,505	45,554,363

The general correspondence returns, of which a summary is given in the margin, show an increase of 45 millions of articles (excluding money orders) carried by post in 1906–07, as compared with the figures for 1905–1906. Of the additional articles 21 millions were postcards.

The Rome Postal Congress.—The sixth Congress of the Postal Union was held at Rome in April and May 1906. Of the measures adopted the most important was a reduction of Foreign Letter rates, but this reduction did not take effect within the year under report. Another important result of the Congress is that statistics of foreign mails are in future to be taken once every six years, commencing with November 1907.

Improvements in 1906–07.—There were comparatively few changes during 1906–07; the regulations relating to postcards of private manufacture were revised, and the transmission of mails—especially the inland transmission of foreign mails—was accelerated in many cases owing to improvements in the train service.

The Parcel Post rates for a large number of foreign countries were reduced in October 1906 in consequence of India having consented to the reduction of a surtax specially conceded to her by the Washington Postal Convention of 1897.

Amount of Postal Matter dealt with.—The total number of articles received for delivery, including money orders, was over 800 millions, of which 95·06 per cent. were delivered, as compared with 95·09 in the preceding year.

The work of the dead-letter offices has increased considerably in the last two years, owing to a strict application of the postcard rules: postcards which infringe these rules are treated and charged as letters, in which case the addressees frequently refuse to accept them. In 1906–07 the receipts of postal articles (other than money orders) at the dead-letter offices were 7,642,026; of this number 5,592,354 articles were either delivered to addressees or returned to senders, and 2,049,672 could not be disposed of. This last figure is only 0·26 per cent. of the total number of articles given out for delivery, and a large proportion of the articles not disposed of were from their nature not capable of delivery.

The number of postal articles (excluding parcels) exchanged between India and England was 29,525,000 in 1906–07, as compared with 26,971,000 in 1905–06—an increase of 9 per cent.

The number of parcels exchanged with the United Kingdom rose from 333,749 in 1905–06 to 358,155 in 1906–07—an increase of 7½ per cent. The traffic with the United Kingdom formed about two-thirds of the whole foreign parcel traffic. In the exchange of parcels with other countries there was again a satisfactory development of the traffic in both directions, the number of parcels showing an increase of 12 per cent. On 1st January 1904 India adopted the "Triple Scale" rates of the cheap Imperial Parcels Post scheme for the interchange of parcels with Great Britain.* Similar rates have since been adopted by her for exchange with various other parts of the British Empire.

	* Parcels not exceeding		
	3 lb.	7 lb.	11 lb.
Viâ Gibraltar -	1*s.*	2*s.*	3*s.*
Viâ Brindisi -	2*s.*	3*s.*	4*s.*

Insurance of Letters and Parcels.—The receipts from the insurance of letters and parcels were £16,974, as compared with £15,613 in the preceding year. The number of articles insured increased by 25 per cent., and their value by 31 per cent.

The average value for which each article was insured was, in the case of letters, Rs. 233, as compared with Rs. 232 in the previous year, and in the case of parcels, Rs. 310, against Rs. 283 in 1905–06.

The number of claims for compensation preferred in respect of insured articles was 50, as compared with 47 in the preceding year. Twenty-one claims were admitted, the loss being due in 19 cases to fraud or negligence on the part of the servants of the Post Office, in one case to accident, and in one to highway robbery. This involved the net payment, after deducting recoveries, of £312, or 1·85 per cent. of the total amount realised from insurance fees, against a percentage of 2·01 in the preceding year.

Value-payable Post.—The business of the value-payable post continues to show considerable progress. The number of articles sent was 5,943,385, and the amount declared for recovery by the Post Office from the addressees was over £4,333,000, the commission on which was £62,966. There was an increase of 3·98 per cent. in the number of articles, of 8·75 per cent. in the value specified for recovery, and of 8·84 per cent. in the commission realised. Calcutta was responsible for over a quarter of the entire business.

During the year under review 74,394 value-payable articles were despatched from India to Ceylon, as compared with 54,232 articles in the preceding year.

Money Orders.—The total value of money orders issued has risen from £22,707,000 in 1905–06 to £24,150,000 in 1906–07, and that of orders paid in India from £23,546,660 to £25,124,795. The amount of commission realised has increased by 6·69 per cent.

The rate of commission (1 anna for sums not exceeding Rs. 5) is remarkably low, considering that in India the Post Office undertakes the payment of the payee at his house.

The average value of all inland money orders shows a continued tendency to decline: in 1905–06 it was Rs. 16–14–3; in 1906–07 it was Rs. 16–13–7. This tendency, and a similar tendency in the case of value-

POST OFFICE.

payable articles, shows that both systems are becoming popular among poorer classes.

The above figures include the special classes of money order for payment of revenue, rent, and miscellaneous Government dues. These as a whole amounted to almost the same total as in the previous year—viz., about £1,100,000.

The value of money orders paid and issued in Native States were respectively £152,891 and £189,870. The excess of the issues by the States over the payments is again mainly due to the large issues of the Gwalior State.

The number of telegraphic money orders issued in 1905–06 was 216,597 for £1,486,335, and in 1906–07, 260,948 for £1,627,325. The average value of a telegraphic money order was Rs. 93. 8. 8.

The foreign money orders for and from the United Kingdom, most of the British colonies and possessions, foreign European countries and most of their colonies and possessions, and Egypt, are issued in sterling. The value of these orders issued by India rose from £390,257 in 1905–06 to £397,688 in 1906–07, and of the orders paid in India from £654,908 to £673,501. Of the total sterling money order transactions, by far the larger part was with the United Kingdom and British colonies and possessions.

The average value of a sterling money order issued by India was £3 5*s.* 5*d.*, and that of a sterling money order paid in India was £9 16*s.* 0*d.*

The money order transactions between India and China, Japan, Ceylon, and some British and foreign colonies in Africa and the East, are advised in Indian currency. The amount of such orders issued by India rose from £82,694 in 1905–06 to £93,430 in 1906–07, and the orders paid by India rose from £626,578 to £797,979—the increases occurring chiefly in the Federated Malay States, British and German East Africa, Ceylon, and Somaliland.

Savings Banks.—At the close of the year there were 8,049 offices performing savings bank business, against 8,071 in the preceding year. The number of accounts in the Post Office savings banks rose from 1,115,758 to 1,190,220, the total value of the deposits from £9,328,417 to £9,844,652, of which £9,602,541 is held at call and £242,111 subject to 6 months' notice of withdrawal. The new deposits amounted to £4,767,949, the withdrawals to £4,528,502, and the interest on deposits to £276,788. The average balance at the credit of each depositor was Rs. 133·99 as against Rs. 130·83 in the previous year. The table in the margin shows the number of depositors in different classes for the years 1905–06 and 1906–07.

Class of Depositors.	Average Number of Deposits.		
	1905–06.	1906–07.	Increase.
I. Professional -	362,868	383,873	21,005
II. Domestic -	194,583	206,221	11,638
III. Commercial -	43,291	47,015	3,724
IV. Agricultural -	19,573	23,822	4,249
V. Industrial -	38,589	42,366	3,777
VI. Indefinite -	456,854	486,923	30,069
Total - -	1,115,758	1,190,220	74,462

The purchase of Government securities through the Post Office has been facilitated by revised rules introduced in August 1906, and during 1906–07 the total amount invested in Government securities by savings bank depositors through the agency of the Post Office was £149,200, against £111,800 in the preceding year; and the balance of securities held by the Comptroller-General on behalf of depositors at the close of the year was £277,200, compared with £188,200 on the 31st March 1906.

Pensions paid through the Post Office.—The total number of Native army pensioners whose pensions were paid through the Post Office in the Punjab and North-West Frontier Province during the year was 30,800.

Life Insurance and Annuities.—During the year under review 1,532 new policies of the aggregate value of £147,168 were granted by the Postal Insurance Fund. Of these 1,313 were Endowment Assurance Policies, of the total value of £125,605. Claims, amounting in all to £16,189, were paid on the death of insured persons. At the close of 1906–07 there were 12,651 active policies in existence (5,087 held by Post Office servants and 7,564 by servants of other Departments), and the aggregate sum insured was £1,247,900. Nine life annuities were purchased by local bodies for their servants under Article 807 of the Civil Service Regulations.

Offences.—During the year under review there were 24 cases in which the mails were plundered by highway robbers, of which 21 were in British territory and 3 in Native States. The figures for the preceding year were 17 and 6 respectively. POST OFFICE.

The number of cases in which the servants of the Post Office were found guilty of offences punishable by the law was 373. The defalcations and losses amounted to £3,595, as compared with £2,456 in 1905-06. A sum of £1,592 was recovered from the offenders or their sureties; £612 was charged against the Post Office Guarantee Fund, and the remainder was written off as irrecoverable, or remained unadjusted at the close of the year.

Complaints by the Public.—The number of complaints made by the public was 42,185, against 38,505 in the previous year. In 32·34 per cent. of the whole number the complaints were ascertained to be well founded; 43·20 per cent. were entirely groundless; and in the remaining cases, either the investigation of the complaints had not been completed at the end of the year, or no definite conclusion had been arrived at. The increase in complaints, especially in groundless complaints, was due mainly to the enforcement of the rules laid down by Government as to postcards.

Foreign Mails.—No change of importance occurred during 1905-06 in connection with the Mail Services.

Sale of Quinine.—The arrangements for the sale of quinine through the agency of the Post Office are now in force throughout India; in the aggregate the supplies issued to post offices show an increase since 1905-06; this is, however, mainly due to change in the procedure introduced recently.

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The following statement refers to the whole of the telegraph system under the direct control of the Government of India, but excludes the Indo-European system, extending from Karachi to Teheran and Fao, for which, as usual, a separate account is given. The system now consists of 67,197 miles of line, 258,860 miles of wire, and 390 miles of cable. TELEGRAPHS.

Among the events of interest during the year may be mentioned the visit of His Majesty the Amir of Afghanistan to India and of Their Royal Highnesses the Duke and Duchess of Connaught to Rangoon, Mandalay, and Calcutta, when special arrangements were made for the delivery of their telegrams and for the opening of camp telegraph offices at the principal places of halt on their respective routes. In view of the reduction in rates for British State telegrams exchanged between India and Europe which came into operation in 1905-06, the Government of India agreed to reduce to one-half, from 1st July 1906, the terminal rates on such messages exchanged between India and places served by the cable companies which carry these telegrams at half the ordinary rates. From 1st January 1907, the Indian transit rate was reduced to one-half for all British and Colonial Government telegrams transiting India. Another new feature of the year's working was the proposed introduction of telegraph forms with embossed stamps, which, it is hoped, will prove a convenience to the regular telegram-sending public.

A proposal to improve the existing service with Burma by laying a deep-sea cable between Madras and Cape Negrais was not proceeded with, pending the construction of the Sara Railway bridge, by which it is hoped to be able to obtain a land route to Burma, which would be more reliable and easy of maintenance than the existing lines.

The Committee appointed by the Government of India to investigate certain matters relating to the methods of working and the recruitment of the staff of the Indian Telegraph Department, and to submit proposals for the improved organisation thereof in all its branches, entered on their duties on 28th September 1906, and concluded their inquiry during the year under review. Their Report has since been issued, and is now under consideration. In connection with the work of this Committee, a telegraph traffic expert, Mr. Newlands, was lent by the General Post Office to advise and assist the Government of India in the reforms contemplated. Mr. Newlands

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proceeded to India in September 1907, and is expected to complete his special duty within 12 months from that date.

The results of working for the year 1906–07 are as follows. The gross receipts are the highest ever recorded, and exceed those of 1905–06 by £22,978. This increase occurs mainly under the head of message revenue, the number of telegrams during the year having increased by 8·85 per cent. and their value by 3·04 per cent. A satisfactory feature in the rise in value is the increase of £19,103 in the revenue from private telegrams, indicating as it does the appreciation by the public of the extended facilities for communicating by telegraph. As compared with the previous year, the working expenses have increased by £45,153, due chiefly to heavier repairs to lines which were executed during the year under review and to the expansion of the Department, a larger staff being required to cope with the work, which has steadily increased since the introduction of the reduced inland tariffs in January 1904. The net revenue for the year amounted to £194,385, representing a return of 2·95 per cent. on the capital outlay. This return is the lowest recorded since 1878–79, the year after the Department first showed a profit on its working.

Capital expenditure was increased during the year by £379,251. Of this amount £33,437 represents the outlay in the Public Works Department on telegraph buildings, and the remainder consists of expenditure on additions to the system (including apparatus and plant) comprising 2,856 miles of line and 16,108 miles of wire, including cable. The total capital outlay at the close of the year amounted to £6,583,756.

The number of telegraph offices open to the public at the end of 1906–07, including railway and canal offices, was 6,694, of which 5,327 were maintained by the Department. The net addition to the number of offices during the year was 271.

The following statement shows, for a period of five years, the progress that has been made in extending public telegraphic communication :—

	Capital Expenditure.	Miles of Line.	Miles of Wire.	Miles of Cable.	Offices open to the Public.		
					Departmental, Ordinary and Postal combined.	Railway and Canal.	Total.
	£						
Up to beginning of 1902–1903	*4,975,964	55,827	190,604	283	2,006	3,286	5,292
During 1902–03	328,612	1,003	9,663	−16	45	315	360
„ 1903–04	244,629	2,862	11,771	25	76	363	439
„ 1904–05	274,826	1,992	15,398	21	62	328	390
„ 1905–06	380,474	2,699	15,776	34	120	122	242
„ 1906–07	379,251	2,814	15,648	42	129	142	271
To end of 1906–07	6,583,756	67,197	258,860	390	2,438	4,556	6,994

* Excludes £6,861 cost of cable lines transferred to Military Works Department on the 1st April 1899.

A general view of the operations of the Department in 1906–07, in comparison with the results of the four previous years' working, will be gained from the following statement :—

Year.	Number of Messages during Year.	Gross Receipts, including State but excluding *pro formâ* Revenue.	Charges.	Net Receipts.	Percentage of Net to Gross Receipts.	Return on Capital.
		£	£	£		
1902–03	6,742,094	737,211	528,982	208,229	28·24	3·92
1903–04	7,307,087	730,994	538,272	192,722	26·37	3·47
1904–05	9,098,345	765,274	546,914	218,360	28·53	3·75
1905–06	10,461,117	805,748	599,052	206,696	25·65	3·33
1906–07	11,385,166	827,744	644,205	183,539	22·17	2·79

The whole of the annual expenses connected with the telegraphs in India, whether incurred on capital account for the construction of new lines, or on

revenue account for the maintenance and working of the system, are defrayed from the revenues of the Government of India. In 1906–07 the receipts of the Department were not sufficient to cover both the working expenses and the amount expended on capital account, and there was a charge on Government revenues of £195,712.

The total number of paid telegrams sent in 1906–07 amounted to 11,385,166, as compared with 10,461,117 in 1905–06, showing an increase of 924,049, or 8·83 per cent. The increase in the value of these messages, however, amounted only to £18,103, or 2·93 per cent.

The following figures show, for the last two years, the division of the traffic between State and Private, and between Inland and Foreign, messages respectively :—

Class of Telegram.	1905–06.		1906–07.	
	No.	Value.	No.	Value.
		£		£
Inland State	857,606	106,797	891,145	107,075
Foreign State	15,963	4,895	15,859	3,617
Total State	873,569	111,692	907,004	110,692
Inland Private	8,496,677	355,240	9,308,342	377,832
Foreign Private	1,090,871	149,492	1,169,820	146,003
Total Private	9,587,548	504,732	10,478,162	523,835
Total State and Private	10,461,117	616,424	11,385,166	634,537

Inland private traffic continues to improve, the figures for the year showing an increase of 811,665 messages, or 9·55 per cent. in number, and £22,592, or 6·35 per cent. in value. The cheaper inland tariff introduced from 1st January 1904 still operates somewhat against the increase in value, which is proportionately less than that in number. The figures for the year are, however, the highest ever recorded.

The following statement shows the development of the revenue from inland private traffic for the last 10 years :—

	£
1897–98	263,573
1898–99	244,915
1899–1900	294,485
1900–1901	294,071
1901–02	278,106
1902–03	291,339
1903–04	303,705
1904–05	322,668
1905–06	355,240
1906–07	377,832

Foreign private telegrams (including press and foreign transit traffic) show an increase of 78,949, or 7·23 per cent. in number, with a decrease of £3,489, or 2·33 per cent., in the Indian share of their value. The decrease in the value is partly accounted for by the reduction of rates for foreign telegrams between India and Europe, which took effect from the 1st August 1905, and to the reduction by one-half of the Indian transit charges on British and Colonial Government telegrams transiting India from 1st July 1906. The revenue from foreign State telegrams transiting India is included under foreign private.

Foreign State telegrams decreased by 104, or 0·65 per cent. in number, and £1,278, or 26·11 per cent. in value. The decrease in the value is due to the reduction in the terminal rate for foreign telegrams, and to the decision of the Government of India to charge half rates on British, Indian, and Colonial

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Government telegrams between India and Europe from 1st August 1905, and to the further reduction in the rates for Government telegrams which came into operation during the year under review.

The subscriptions to the Telegraph Department for telephone and similar services rendered during the calendar year 1906 amounted to £17,769, being an increase of £2,245 over the figures of the previous year. The average annual subscriptions for the past five years amount to £14,273.

The gross receipts of the telephone companies during 1906 amounted to £41,574, being an advance of £2,913 over those of the previous year. Their average annual earnings during the past five years amount to £36,411.

Communication with Europe *viâ* Suez was maintained uninterruptedly throughout the year, but some of the traffic had to be diverted *viâ* Teheran, as one of the Bombay-Aden cables was interrupted from 23rd June to 8th October, and another developed a bad fault on the 30th June which reduced the speed of working until it was removed on the 9th October. The repairs to these two cables had to be delayed owing to the monsoon, which was the most severe experienced for many years. The Teheran route was interrupted for 108 hours, against 513 hours in the previous year. The Turkish route was interrupted for 725 hours, as compared with 920 hours in the previous year.

The proportion of international traffic to and from India, exclusive of transit traffic, over the several routes to Europe for the year 1906–07 was as follows :—

—	Per Cent.	
	No.	Words.
Indo-European :—		
Viâ Teheran	44·52	47·59
Viâ Turkey	1·54	1·20
Persian Gulf, viâ Karachi	1·17	1·74
Red Sea :—		
Viâ Suez	52·77	49·47
Total	100·00	100·00

The bulk of the transit traffic was, as usual, carried *viâ* Suez.

Communication with Siam over the Moulmein-Bangkok line *viâ* Kanburi was interrupted for 24 days, as against 74 days in the previous year, beyond but was not interrupted within the Indian frontier. The line from Moulmein to Raheng *viâ* Myawaddy was interrupted for 19 days, as against 45 days in the previous year.

The land route to China was interrupted beyond the Indian frontier for 76 days, against 83 days in the previous year. There was only one interruption, lasting four hours, within the Indian frontier.

Wireless telegraphic communication between Diamond Island and Port Blair, and between Saugor Island and the pilot steamer at the Sand Heads, was maintained throughout the year. Some trouble was experienced during May and June on the Diamond Island—Port Blair section, due to atmospheric disturbances ; the installations at Saugor Island and the pilot steamer were scarcely affected by these disturbances.

In November, experimental wireless installations were set up on the North-West Frontier at Peshawar and Landikotal. These were entirely successful, and demonstrated the possibility of communicating by wireless telegraphy through intervening ranges of mountains running up to 6,700 feet above sea level, and between places situated at widely different relative elevations. The distance between these places is about 24 miles.

Indo-European Telegraph Department.

Indo-European Telegraph Department.

The system of telegraph lines and cables connecting the terminus of the Indo-European Company's telegraphs at Teheran with the Indian telegraph system at Karachi is controlled by the Indo-European Government Telegraph Department, and consists of two sections. The first, designated the Persian Gulf Section, extends by cable from Karachi to Bushire, Jask to Muscat, and Bushire to Fao, where a connection is made with the Ottoman Government line, and by land lines along the Mekran Coast from Jask to Gwadur, and thence to Karachi; while the second, called the Persian Section, consists of land lines running from Bushire to Teheran. The system comprises 1,949 knots of cable, 1,428 miles of line, and 3,584 miles of wire.

The Indo-European Telegraph Department also maintains a line from Teheran to Meshed, 568 miles, which is the property of the Persian Government.

Under the terms of a Convention dated 16th August 1901 between the United Kingdom and Persia, the construction of a line, known as the Central Persia line, from Kashan to the Indian frontier, 798·75 miles, was commenced in December 1902 and completed in March 1907.

The line, which was commenced on 14th September 1905 from Karachi to Panjgur was completed on 25th June 1906, and a combined post and telegraph office was opened at Panjgur on 2nd October 1906. The line to this point is 301·93 miles in length. A route has now been selected for the extension of this line to Nok Kondi, where it will join the Indian line from Quetta to Robat.

The administration of the Indo-European Department, which in 1888 was amalgamated with the general telegraph system of India, was re-transferred to London in 1893, and placed under the direct orders of the Secretary of State. It has been found convenient to maintain separate accounts for this Department, partly for the sake of comparison with previous years, and partly because the conditions under which the Indo-European lines are worked and the influences affecting the traffic are completely different from those prevailing on the Indian telegraph system generally.

The financial results of working the Department, as compared with the four preceding years, were as follows:—

Year.	Total Capital Outlay.	Gross Receipts.*	Expenditure.	Net Receipts.	Percentage of	
					Net Receipts to Capital.	Expenditure to Gross Receipts.
	£	£	£	£		
1902–03 - -	872,730	99,158	59,853	39,305	4·50	60·36
1903–04 - -	913,320	107,173	61,749	45,424	4·97	57·61
1904–05 - -	931,438	112,907	71,845	41,062	4·40	63·63
1905 06 - -	957,491	111,082	59,457	51,625	5·39	53·52
1906-07 - -	988,204	102,674	72,104	30,570	3·09	70·22

* This represents the revenue of the Department after adjustments made in accordance with the provisions of the Joint Purse arrangement.

During the year under review the capital expenditure amounted to £30,713, of which £17,846 was incurred on the reconstruction of the line from Teheran to Ardistan, £9,376 on the India extension of the Central Persia telegraph line, £2,935 on the Central Persia line proper, and £189 on the Henjam to Bundar Abbas telegraph line. The total capital expenditure at the end of the year amounted to £988,204.

The gross earnings of the Department show a decrease of £8,408 as compared with 1905–06, which was due to the extent of £5,741 to a falling-off in trans-Indian traffic.

Notwithstanding the efforts made to keep down expenditure, working expenses increased during the year by £12,647, due mainly to the increased

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cost of the maintenance and repairs of cables, which exceeded that for the previous year by £11,972.

The net result is a profit of £30,570, or 3·09 per cent. on the capital outlay. This return is less than any that has been earned by the Department since 1891–92.

The number of messages forwarded during the year amounted to 259,355, being an increase of 22·91 per cent. as compared with 1905–06.

Under the Joint Purse Agreement, the share of the Department was £4,926 less than last year, being £107,961, as against £112,887 in 1905–06. This was principally due to the falling-off in trans-Indian traffic mentioned above. The amount paid into the Joint Purse for the year under review was £70,408.

The Departmental receipts from the Australasian Message Fund for 1906–07 amounted to £6,016, being £9 less than in 1905–06, and a decrease of £219 on the receipts for 1899, on which the original Australasian Message Fund was based.

Interruptions aggregating 4 days 1 hour 57 minutes occurred on the Indo-European Company's lines between Teheran and London. There was only one interruption stopping traffic between Karachi and Teheran; this occurred in the Persian section in February 1907, and lasted for 10 hours and 7 minutes. On the Turkish route interruptions occurred between Fao and Constantinople lasting 38 days 2 hours 20 minutes. The working of this route continues to be unsatisfactory. The Fao-Bushire cable was interrupted for 2 days 4 hours 55 minutes during the year. Acts of wilful damage show an increase of 222 as compared with 1905–06, aggregating 746, and involving an amount of krans 14,094. Of this sum krans 4,242 were collected locally; the balance has been deducted from the Jask Royalty.

CHAPTER XIII.

EDUCATION, LITERATURE, AND THE PRESS.

Education.

Education.

Educational institutions in India are of two classes :—

(1) Those in which the course of study conforms to the standards prescribed by the Department of Public Instruction or by the University, and which either undergo inspection by the Department, or else regularly present pupils at the public examinations held by the Department or by the University. These institutions are called "public," but may be under either public or private management. To the latter class, for example, belong those "aided schools," receiving grants from Government or from local or municipal boards, which occupy so important a place in the system of Madras, Bengal, and other provinces.

(2) Those which do not fulfil the above conditions, and are called "private."

The system of education operates, generally speaking, through three grades of institutions, viz. :—

(1) Primary schools, which aim at the teaching of reading, writing, and such elementary knowledge as will enable a peasant to look after his own interests.

(2) Secondary schools, which are divided into English and Vernacular. Those in which English forms part of the regular course of study of all the scholars, or at least of all the scholars in the higher classes, are counted as English schools; if English is not taught, or is an optional subject only, they are reckoned as Vernacular.

(3) Colleges, the students in which, having passed the matriculation examination of a University, are reading for the further examinations required for a degree.

In addition to these there are various institutions of a special character, such as technical schools teaching arts and industries, engineering, and other branches of applied science; law schools; medical schools and colleges; and normal schools for the training of teachers.

The general educational policy of the Government of India was declared at length in a resolution published in March 1904, of which some account was given in the issue of this Statement for 1903–04.

The following review is based on quinquennial reports received from the various local governments for the period from 1902–03 to 1906–07. As comparison is made between the circumstances of five years ago and those of the present time, the figures given are of necessity more general than those given in previous reports of a single year's work. Detailed statistics are, however, to be found in the Statistical Abstract relating to British India (Cd. 3724).

United Provinces.

The quinquennium from 1902–03 to 1906–07 was a period of great progress in the educational system of the United Provinces. The most urgent needs felt at the beginning of the period were satisfactorily met. Thus there was a large rise in the number of primary schools and in their attendance; and by the increase in the number of normal schools from four to six the training of teachers for primary schools was greatly advanced, the prospects of teachers were materially improved, the inspecting staff was considerably increased and reorganised, and the pay of subordinate officers enhanced. Some impetus was given to female education, though progress in this direction was retarded by the conservatism of the people and the want of competent teachers.

At the end of 1906–07 there were 606,174 scholars under instruction, as compared with 452,773 five years before. Expenditure rose from £216,561

EDUCATION. to £308,502. The percentage of scholars to the population of school-going age increased from 11·70 to 15·33 in the case of boys and from ·6 to 1·16 in the case of girls.

The most important event in connection with collegiate education was the enactment of the Universities Act, involving the extension of the jurisdiction of the University, the remodelling of the Senate, the Syndicate, and the Faculties, and the complete revision of the regulations. Among many useful reforms those relating to the better inspection of colleges and the residence and discipline of students may be mentioned. A further important change was that which aimed at the introduction of more practical work into the course for the degree of Bachelor of Science.

There was a large increase in the number of students in the secondary stage. High schools increased in number from 101 to 108, and pupils attending them from 10,220 to 24,460, of whom 21,344 were learning English. The great defect in secondary education at present is the manner in which English is taught, and this became more apparent with the large increase in the number of pupils.

Attendance at primary schools rose from 324,699 to 418,480 in boys' schools and from 14,486 to 22,486 in girls' schools. Yet the advance in the extension of primary education cannot but be considered slow, the percentage of boys attending primary schools to the population of school-going age being still only 11·1.

Technical education has received considerable attention. The Thomason Civil Engineering College, Roorkee, the Industrial School at Lucknow, and the Agricultural School at Cawnpore, all underwent extension and development.

The progress of Muhammadans was not so great as that of the rest of the community, and they are very backward in female education. There was, however, a satisfactory increase of their number at colleges.

The continuous decline in the number of private schools is to be regretted. Five years ago they numbered 6,071, attended by 84,278 pupils, whereas now they number only 4,570 with an attendance of 69,277.

Punjab. In the Punjab the quinquennium was a period of great activity in the department of Public Instruction. Expenditure on education increased by about £133,333, a thousand new teaching establishments were opened, and the roll of scholars rose by fifty thousand.

In particular, the facilities for primary education were greatly developed, in consequence largely of the grant of £20,000 per annum made by Government in 1905. Nine hundred new primary schools for boys and 200 for girls came into existence; and 40,000 more boys and 7,700 more girls are now receiving this stage of education than in 1901–02.

The number of secondary schools decreased largely owing to the abolition of inefficient unaided schools, which could not satisfy the Recognition Rules, and to the destruction of the high and middle schools at Kangra and Dharmsala in the earthquake. There are now 33 Government secondary schools (all Anglo-Vernacular), against four in 1901–02, this being due to the Government having taken over one Municipal Board school in each district in 1905, and to the conversion of Vernacular into Anglo-Vernacular schools. As the result of these changes, there has been a fair improvement in attendance.

The development of female education was a prominent feature of the quinquennium. Rapid progress in this branch was not to be expected in view of the many difficulties to be encountered, but there was a most satisfactory increase in the number of female schools and an obvious growth in the interest shown by all classes alike in the importance of the education of girls. Five new secondary and 216 new primary schools for girls were opened, and there were, at the end of 1906–07, 37,283 girls under instruction.

With regard to special education, the most notable points are the development of the female medical school at Ludhiana and of the Mayo School of Art at Lahore. The Government School of Engineering, though not yet organised on a satisfactory basis, obtained employment for 50 per cent. of its passed students.

There was an encouraging advance in the education of Muhammadans, and it appears that the leaders of the Musalman community are beginning to make some response to the efforts of Government to stimulate this section of

the people in a desire for the advantages of the public educational institutions. There were 134,238 Muhammadans under instruction at the end of 1906–07. EDUCATION.

Other noteworthy features of the quinquennium were the reinforcement of the inspecting staff, the creation of chairs for chemistry and biology at Lahore, the establishment of a school for engineering, and the marked increase in the interest taken by local bodies in the cause of education. An important change was effected in collegiate education by the passing of the University Act of 1904 and the consequent arrangements for the re-organisation of the Punjab University and for the periodical inspection and affiliation of colleges.

In the North-West Frontier Province the quinquennium was characterised by steady progress in almost every direction. It appears that the old private village schools, in which instruction goes little further than the teaching of religious books by rote, are now declining in popular favour, and that the people are learning to appreciate the more intelligent education offered by Government schools. So great, indeed, was the increase in the number of public institutions that, in spite of a decline of 99 in the number of private schools for boys, the decrease in the total number of institutions was only five, while the attendance in institutions of all kinds increased by over 9 per cent. Although the attendance of Hindus showed an increase of 24 per cent., that of Muhammadans, who at the 1901 census constituted 92·12 per cent. of the total population, showed a small decline. North-West Frontier Province.

As regards female education, though the active opposition of earlier days shows signs of disappearing, the advance in the case of Muhammadans has been very slow as compared with Hindus and Sikhs, the increase in the number of Muhammadan girls under instruction being actually smaller than the increase for other religions despite the great preponderance of the Muhammadan population.

Expenditure on education increased by over 60 per cent., the allotment from Imperial funds being more than trebled, while the expenditure from all other sources rose by less than 50 per cent.

Much difficulty was experienced in obtaining an adequate supply of trained and qualified teachers, but it is hoped that, in the case of primary schools, this difficulty will be solved by the Peshawar Normal School, opened in 1906.

Between 1902–03 and 1906–07 there was, in Burma, change and advance in almost every department of education. Substantial progress was made, especially in primary education: the numbers of schools and scholars increased, the salaries of masters were raised, and the curricula were revised. Burma.

The state of collegiate education was, however, scarcely satisfactory. Neither of the two colleges showed great progress in the five years. The average daily attendance at the Rangoon College was 126 in 1901–02, rose to 161 in 1905–06, and fell to 104 in 1906–07. The figures of the Baptist College rose from 13 at the beginning to 20 at the end of the quinquennium. The total number of students who took the degree of B.A. during the whole period was 34. Reasons for this lack of interest may be found in the undermanning of the teaching staff at the Rangoon College, and in the restriction of the curriculum to the old B. or scientific course, in which the choice of subjects is limited to physics and chemistry.

Progress in secondary education was satisfactory. The expenditure from Provincial Funds was more than doubled, and stood at £26,666 in 1906–07 as compared with £11,666 in 1901–02. The number of secondary schools directly managed by Government increased from 3 to 20, with a daily average attendance of 2,500. The total number of pupils receiving secondary education on the 31st March 1907 was 8,825 boys and 1,107 girls, as compared with 5,739 boys and 735 girls five years before.

The fact that there is an indigenous system of primary education in the monastic schools closely interwoven with the religion of the people and their daily life puts primary education on a different footing from secondary education in Burma. The extent to which the indigenous system has been brought into relation with the Education Department is shown by the fact that, out of 4,925 aided primary schools for boys, 2,369 are monastic schools. It is estimated, however, that there are some 15,000 monastic schools yet unregistered, which receive no assistance or guidance from the Education

EDUCATION. Department. A noticeable feature of the period is the extent to which Government undertook the direct management of primary vernacular schools. There was only one such school in 1901–02; at the end of 1906–07 there were 24 for boys and 4 for girls. The percentage of the male population of school-going age under instruction increased by 3 per cent.

Social customs do not form such an obstacle to female education in Burma as in the rest of India. There are, however, no indigenous schools for girls, and female education depends entirely on lay schools. Considerable progress was made during the quinquennium in this branch. Secondary schools for girls increased from 39 to 65, primary from 323 to 473, and the total number of female scholars from 36,755 to 58,665. Four-fifths of this total still attend boys' schools.

A satisfactory feature of the quinquennium was the improvement in the supply of trained teachers.

Central Provinces and Berar. Although the progress of education in the Central Provinces was not checked by famine during the period from 1902–03 to 1906–07, as it was in the previous quinquennium, yet it was to a great extent retarded by plague and local scarcity. Nevertheless a distinct advance was made, and the way was prepared for further improvement. It is impossible to make any useful comparison of the figures at the end of 1906–07 with those at the end of 1902–03, owing to the territorial changes caused during the intervening period by the amalgamation of Berar with the Central Provinces and the transfer of the Sambalpur District to Bengal. It is clear, however, that there was a satisfactory increase in the percentage of children of school-going age who actually attended school. Nearly one-tenth of the total number under instruction were aborigines and low-caste boys; and the difficulties arising from the association at school of high-caste with low-caste boys continued, though in many places the objection was overcome.

As far as can be judged, expenditure on education increased in the Central Provinces by 32 per cent., and in Berar by 20 per cent., while the superior inspecting staff was more than doubled.

An important feature in connection with collegiate education was the affiliation of colleges with the Allahabad University. It is disappointing to find that there was practically no increase in the number of students at the colleges, in spite of the greater prosperity of the province and the addition of Berar. This may be attributed chiefly to plague, to the old system of fees, and to the fact that the colleges teach only as far as the B.A. and B.Sc. standard. Considerable improvements in building, personnel, &c. have been effected at both the Jubbulpore College and the Morris College; the Hislop College continued to do excellent work.

The development of secondary education was a prominent feature of the quinquennium. The demand for it increased and is still growing. In fact, the provision of buildings was not able to keep pace with the increase in the number of scholars, and several of the schools suffered from overcrowding. An obstacle was the difficulty of obtaining suitable teachers, and English appears to have been the worst-taught subject.

There was also a steady rise in the number of primary schools, which now make up nearly nine-tenths of the total number of schools. The number of pupils increased in greater proportion than the number of schools, and there was a great improvement in the average daily attendance. The proportion of villagers who can read and write is still, however, very small.

In regard to the training of teachers results cannot be said to be satisfactory. The only institution for training secondary teachers is the Training Institution at Jubbulpore, and in 18 years only three trained teachers were provided for each school. There are four normal schools for training primary teachers, but in their case, owing to the poorness of the material sent up, much of the time was devoted to general instruction to the detriment of training in teaching.

A marked feature of the period was the increased attention paid to technical education, and two students were selected from the province for Government technical scholarships in England.

There was a satisfactory advance in female education, which was greatly due to the appointment of a female inspecting staff; and the Jubbulpore School was very successful.

The education of Muhammadans made slow progress, owing to the importance attached by them to religious education, and consequently to the necessity for separate schools. EDUCATION.

On the whole, the conduct of pupils in colleges and schools was good, though there were a few outbreaks of disorder owing to political influences It does not appear that the influence of masters was as strong as it should be, their interest in the boys not always extending beyond the mere teaching in class.

The record of education in Coorg during the period is one of all-round progress, in spite of the evil effects of plague during part of it. There were 119 schools with 4,865 pupils at the close, as compared with 99 schools with 4,758 pupils at the beginning, of the quinquennium. Total expenditure advanced from £2,666 to £3,266. Satisfactory progress was made in female education. At the end of 1906–07 there were five girls' schools, as compared with one in 1901–02, and the number of girls under instruction rose from 975 to 1,118. Good work was done by the training school at Mercara. Coorg.

The period from 1902–03 to 1906–07 was characterised in Madras by considerable activity in educational matters, and many reforms were carried out as a result partly of the natural expansion of administrative progress in the sphere of education, and partly of the recommendations made by the Educational Conference held at Simla in 1901, and in pursuance of the educational policy formulated by the Government of India in 1904. The total expenditure on education rose by £120,000 to £650,060, of which increase 18 per cent. came from Provincial revenues. Madras.

During the quinquennium the total number of institutions, public and private, rose from 26,491 to 28,734, and their attendance from 861,641 to 1,007,118. Government institutions numbered only 378, against 419 in 1901–02, although their strength rose from 25,673 to 28,453. The percentage of scholars to population of school-going age rose from 25·6 to 29·8 in the case of boys and from 4·4 to 5·7 in the case of girls.

The passing of the Indian Universities Act of 1904 modified in many respects the constitution of the Madras University, and the forming of new regulations under the Act effected important changes in the courses of studies and the examinations in Arts. In 1905 a Committee appointed by the University carried out an inspection of the affiliated colleges.

One of the most important educational events was the payment to aided schools of the full grants admissible under the Grant-in-Aid Code. From 1902–03 Government were enabled, with the help of a special assignment from the Government of India, to pay the grants at maximum rates. The primary and lower secondary examinations were abolished, the primary examination being replaced by an inspecting officer's examination *in situ*, and an elementary leaving school certificate was instituted. As a result, the old term "primary" used in the classification of schools became obsolete. The Code introduced a sharp distinction between elementary and higher education, and the majority of the old lower secondary schools became primary schools. Under the present Code the term "secondary" denotes schools designed to impart instruction which will fit a student for a collegiate course.

As regards female education, the Government girls' schools were reorganised, the teachers better paid, and the accommodation improved. There was a satisfactory increase from 130,432 to 164,706 in the number of girls under instruction, but there was little advance in the indigenous education of girls.

Improvements were made in the system of training teachers in the training schools. These increased in number by two, with an increase of 506 in attendance.

Schools for technical and industrial education increased, but the condition of this branch cannot be considered satisfactory. A considerable number of Government scholarships were available, but in no year of the quinquennium was the full number awarded.

In spite of special facilities and concessions offered to Muhammadans, there has been but little progress in their education, especially in the higher stages.

The record of educational work in Bombay for the quinquennium 1902–03 to 1906–07 was one of satisfactory progress in the face of adverse conditions. Bombay

Education. There were serious epidemics of plague in 1902–03 and 1904, and the remaining years were not free from this disturbing influence. In all, there were some 26,000 deaths among school-going pupils from this cause. Nevertheless, under practically every head an advance was recorded. The number of secondary schools rose from 494 in 1902–03 to 517 in 1906–07, and of the pupils in them from 48,533 to nearly 58,000; primary schools at the end of 1906–07 numbered 10,842 with 579,629 pupils, against 8,987 with 513,211 pupils at the close of the preceding quinquennium; the pupils in training schools increased from 848 to 1,332; and the total number of persons under tuition throughout the Presidency rose from 639,868 to 720,547.

The chief causes to which the results are due appear to have been a slowly increasing desire for education among the masses, the careful work performed by the inspectorial staff, and the grants made by the Government of India for both primary and secondary education. In addition to these grants, help was accorded to the University and aided colleges; the reduction of expenditure due to famine and plague at the commencement of the period was made good by a grant of £51,851, and a permanent assignment of £11,133 was made for the advancement of technical education.

With regard to the collegiate institutions of the Presidency, these were in a tolerably flourishing condition. The number of students at the Elphinstone College was higher than ever in 1906–07; the Deccan College and the Fergusson College added to their popularity, the one by an increased accommodation, the other by the provision of a chemical laboratory and six new scholarships. A new and commendable departure was initiated by St. Xavier's College in sending its Natural Science pupils on a tour through Northern India and Rajputana. The Gujarat College showed a deficiency in staff and equipment, and the Samaldas College at Bharnagar in accommodation and facilities for the teaching of science.

The increase in the percentage of boys in the secondary stage of instruction may be ascribed to the general improvement in the system of teaching. More practical methods have been adopted, and the judicious introduction of inter-school matches and tournaments have given to secondary school life elements of interest which were lacking in previous years.

As in secondary, so in primary education, the Northern Division has lagged behind the rest of the Presidency; for whereas the percentage of boys in primary schools throughout the whole Presidency rose during the quinquennium from 22·3 to 24·9, the number in this stage of education in the Northern Division has fallen by 2,131. Speaking as a whole, however, the progress made during the five years is matter for congratulation. Local Board schools increased from 3,940 to 5,196, and the number of their pupils rose by nearly 50,000. Municipal schools show an increase of 188 from 717, and they have now a larger attendance than in the years immediately preceding the outbreak of famine. A further satisfactory feature is the considerable increase of girls' schools and girl pupils. At the same time, though the total number of female scholars has risen from 93,063 to 108,716, the circumstance of female education are not entirely satisfactory. The European schools still need an increased staff, and the Anglo-Vernacular schools are hampered by unsuitable curricula and indifferent accommodation.

The total number of Muhammadans under instruction has increased from 23,684 to 28,216, while the number in secondary schools has nearly doubled. Their schools, however, still suffer from deficiency of staff. A hopeful feature of the period was the awakening of interest among leading Muhammadans to the educational needs of their community.

The extension and improvement of vernacular training colleges has led to their increased popularity, and there is evidence that the deep-rooted social prejudices which have hitherto militated against the recruitment of native schoolmistresses are gradually being undermined.

There was a considerable advance in technical education, the Government grant permitting of extension of equipment and improvement of apparatus.

The growing popularity of the hostel system is shown by the increase of 43 in the number of these institutions.

Bengal. In Bengal the quinquennium was a period of great activity and development. In nearly every branch of education existing arrangements were overhauled, and expenditure largely increased.

The whole course of collegiate education was affected by the passing of the Universities Act of 1904 and the promulgation of the revised regulations of the Calcutta University in 1906. Heavy expenditure is needed for the proper development of colleges according to the new ideals, and the funds available are insufficient to do more than ensure bare compliance with the regulations. During the quinquennium there was a decrease of one college and of 1,354 students, but expenditure rose by £7,846, the whole being borne by public funds. EDUCATION.

A marked feature of the period was the steady increase in the number of English secondary schools accompanied by a decrease in the number of secondary vernacular schools. The number of boys attending the former rose during the period by 2,337 to 122,937; attendance at the latter decreased by 11,291 to 24,350. Expenditure on secondary education increased by some £20,000. It appears that the standard of efficiency of the majority of teachers in these schools leaves much to be desired.

The expansion of primary education was one of the most satisfactory features of the period under review. The number of schools increased from 32,024 to 33,954, and the number of pupils from 818,537 to 953,455. At the end of 1906–07 out of every 1,000 boys of school-going age there were 253 actually at school; the corresponding figure for 1901–02 was 217. Total expenditure on primary education increased by £30,000 during the quinquennium, the expenditure in 1906–07 being £170,051, of which public funds contributed £59,650.

The work done hitherto by training institutions has been far from satisfactory, and the whole question of the training of teachers is now under revision. The great difficulty, especially in the case of female teachers, is to find suitable candidates and induce them to take up the profession and undergo the necessary training.

As regards technical education, progress was made in engineering and mining at the Sibpur Engineering College and the Behar School of Engineering at Patna, but in other subjects results were disappointing. The commercial classes attached to the Presidency College failed to attain popularity, the agricultural classes at the Sibpur College attracted only an average of 23 students during the quinquennium, and the "B" classes attached to Zillah schools proved a failure.

At the end of March 1907 there were 121,195 girls and women in public educational institutions, being 1 in every 33 girls of school-going age, as against 1 in every 58 at the end of March 1902. The total expenditure under this head in 1906–07 was £36,453, of which public funds contributed £18,708. The scheme of zenana instruction by house to house visitation failed of success owing to the absence of proper teachers.

At the close of the period there were 184,355 Muhammadans under instruction in institutions of all kinds. This shows a satisfactory increase of 23·2 per cent. during the quinquennium.

In Eastern Bengal and Assam there was a considerable increase during the quinquennium in both the number of schools and the number of pupils. Public schools increased by 2,711, and pupils reading in them by 137,841. Private institutions showed a large increase in number, but there was a slight decrease in the pupils attending them. There were 11 Arts Colleges at the end, as at the beginning, of the quinquennium, but the number of pupils fell from 1,673 to 1,197. The total expenditure on education was £234,247 in 1901–02 and £341,605 in 1906–07, fees accounting for £103,987 of the former and £123,445 of the latter. Eastern Bengal and Assam.

Since the creation of the new province much has been done to advance collegiate education. The Dacca College is being provided with new buildings, and its staff has been strengthened. Improvements in accommodation and increase of staff are being effected also at the Rajshahi College, at the Chittagong College and at the Cotton College, Gauhati.

Secondary education experienced a check during the quinquennium. Twenty-five new high schools were opened, but the total number of pupils at the end of the period (about 47,000) was practically the same as at the the beginning. This was partly due to the introduction of the vernacular scheme of education, and political excitement may perhaps be held responsible to some extent. It is noticeable that the falling off in secondary

EDUCATION. education is confined to Hindus, the number of Muhammadan pupils in high schools having risen from 7,220 to 8,869.

There are now over 600,000 boys in primary schools or classes, the number having risen by about 80,000 during the last five years. The quality of primary education in this province does not, however, appear to be satisfactory. The defects of the indigenous schools are notorious, and the difficulties of finding funds to train and support teachers, to provide buildings and equipment, and to maintain an adequate system of inspection for the enormous number of primary schools have proved insurmountable. With the aid of subventions from Imperial and Provincial Revenues improvements have been and are being made. The primary schools of Assam are more efficient than those of Eastern Bengal.

The successful development of schools of engineering has been an encouraging feature of the period, but little progress has been made with industrial education.

There are 80,000 girls under instruction, an increase of 33,000 since 1901–02. The figures show progress, but only about one girl in thirty is attending school.

More than half the population being Muhammadan, the backwardness of Muhammadan education is a serious matter. This backwardness lies especially in the domain of higher education, as in elementary instruction they are little behind the Hindus. Every attempt to encourage this section of the community is being made, and the zeal for education which has arisen among them gives hope of steady progress in the future.

Breaches of discipline in connection with the agitation attending the formation of the new province have been of rarer occurrence during 1906–07, but the tone of some institutions is still very unsatisfactory.

LITERATURE.

LITERATURE AND THE PRESS.

—	English.	Bi-lingual (English and another Language).	Sanskrit.	Arabic.	Persian.	Urdu.	Hindi.	Bengali.	Punjabi.	Marathi.	Gujarathi.	Tamil.	Telugu.	Burmese.	Kanarese.	Assamese.	Uriya.	Bi-lingual (Oriental) in a Classical and Vernacular Language.
Madras	499	*	129	4	—	—	—	—	—	—	—	425	265	—	44	—	21	Polyglot, 8.
Bombay	88	50	60	6	13	60	48	—	—	228	299	—	—	—	15	—	—	91 (mostly Gujarati, Hindi or Marathi and Sanskrit).
Bengal	317	*	36	1	7	25	116	939	—	—	—	—	—	—	—	30	231	*Total number of Bi-lingual, 402.
Punjab	127	*	15	27	35	708	125	—	523	—	—	—	—	—	—	—	—	*Total number of Bi-lingual, 121.
Burma	8	22	—	—	—	—	—	—	—	—	—	3	—	89	—	—	—	104 (Pali and Burmese).
Eastern Bengal and Assam.	7	10	6	—	—	—	—	69	—	—	—	—	—	—	—	41	—	
Central Provinces.	5	—	—	—	—	—	24	—	—	17	—	—	—	—	—	—	2	4.
Mysore	5	*	—	Total number of publications in Oriental languages, 56.											—	—	—	*Total number of Bi-lingual, 6.

Note.—The figures for Madras include 496 periodicals, and those for the Punjab 176 periodicals; in other Provinces books alone are shown.

No detailed figures have been received for the United Provinces; the total number of publications in that province was 1,701.

The above table gives concisely the number of publications registered throughout India in European, Eastern classical and the principal Indian Vernacular languages. The number of bi-lingual and polyglot works, however, makes classification difficult. Other languages in which books were published were Latin, French, Italian, Malayalam, Konkani, Tulu, Kodagu, and Sourashtra (in Madras); Javi, Kutchi, Magadhi, Marwadi, and Gurumukhi (in Bombay); Bodo, Lepcha, Manipuri, Mundari, Musalmani-Bengali, Oraon, Pahary, and Santali (in Bengal); Kashmiri, Pashtu, and Balti (in the Punjab); Pali, Sgau-Karen, Shan, Chin, Peguan, and Talaing (in Burma); Lushai (in Madras and Bengal); Sindhi (in Bombay and the Punjab); and Khasi (in Bengal and Eastern Bengal and Assam).

Madras. Of the total number of publications (1,440) registered in Madras for the year 1906, 496 were periodicals. Of the 460 returned as of a religious nature, none can be said to have risen above the ordinary doctrinal or

polemic level. Considered as a whole, the year's publications showed an increased literary activity, which was, however, somewhat restricted in its nature. The number of books which indicate real intellectual progress, originality of conception, or power of healthy assimilation evidenced by the native mind, is exceedingly small. There were few publications of a political nature, perhaps owing to the fact that the Swadeshi movement was not so strong in Madras as in other parts of India, but Dr. Miller's dissertation on *Coriolanus*, as illustrative of Indian politics of to-day, may be mentioned. A bold attempt at Shakespearean criticism was made by R. Venkatasubba Rau, whose *Othello Unveiled* aims at explaining difficulties and inconsistencies which have hitherto escaped the notice of scholars or been imperfectly dealt with by them. The *Brief Biographies of Twelve Standard Tamil Poets*, by Diwan Bahadur V. Krishnamachariar, contains a valuable essay on Tamil literature. Under the head of Language and Philosophy the majority of the publications were of an educational nature, and none deserve notice except, perhaps, an ingenious attempt made by L. A. Venkatachala Aiyar in *Swasthi Lippi* to formulate a common alphabet for all Indian languages. There were no noteworthy books on Law and Medicine, and Science was represented mainly by Government publications. In the province of History, however, there was a work of original research. In his *History of Vijayanagar* B. Suryanarayana Rau shows great pains taken to obtain information first hand, but little capacity for sifting authorities and weighing evidence. LITERATURE.

In Bombay during 1906 the number of publications registered was 1,695, an increase of 419 on the figures for last year. Of these, 661 were periodicals. There is not much that is of value in the vernacular literature, and a striking feature is how little it reflects the main interests of the times, though there are occasional references to Japan, boycotting, and Swadeshi. Among dramatic pieces there were fairly good translations of *Measure for Measure* into Gujarati and of *The Tempest* into Marathi, but no original work of interest. In the sphere of Fiction the most noteworthy production was a theosophical romance, *The Himalayan Saint Sacramogogo*, by a Parsi named Ghadiali. There was also a series of novels, comparable to the modern English society novels, exhibiting the extravagance and immorality of the Parsi "smart set." The most important historical work was Rao Bahadar G. C. Wad's second volume of the Poona Daftar diaries, a book indispensable to students of Marathi history and administration. Under the heading of Language, the appearance of another part of Mr. Ranade's English-Marathi dictionary is noteworthy. In *The State of India* Mr. K. G. Ghamat grumbles at the manners of Anglo-Indians and the indifference of Government to education. There were a few collections of Marathi verse which show little originality and are overweighted with pedantry. In Philosophy, Mr. Phadha continues his account of Spencer's *Principles of Sociology* in Marathi; and Mr. P. A. Wadia's *Political Philosophy of Burke*, in the same language, deserves notice. A work on *Zoroaster and Zoroastrianism* in English and the theosophical writings of Mr. Vaidya were, perhaps, the chief religious publications of the year. Under the heads of Voyages and Travels, there is a fairly comprehensive account of Nepal by a Marathi writer. Bombay.

There was in Bengal in 1906 a remarkable fertility in almost all the domains of literature. Political, social, and industrial questions attracted the best talent of the province, and in the treatment of these subjects a greater and more sustained intellectual vigour was displayed, showing itself principally in the expression of a desire for increased political power and industrial improvement, but also in the higher and quieter walks of literature. In the field of Drama interest centres in historical and other works written in support of the Swadeshi movement. In *Durgadas* Babu Dwijendra Lal Ray employs the story of Aurangzeb's war against the Rajputs as a means of stirring his countrymen up to seek for larger political rights, while in *Mir Kasim* and *Kedar Ray* the authors, speaking on behalf of Hindus, make overtures to the Muhammadans with the object of inducing them to make common cause against the powers that be. In the sphere of Fiction the boycott movement is encouraged by alleged stories of oppressions committed on the weaving classes in the time of Warren Hastings; and in Poetry the character of Seraj-ud-daula is portrayed in a favourable light and the English held up to opprobrium. The journal *Bhandar* inculcates a "creed of India" Bengal.

LITERATURE. by the adoption of which men shall be obliged to regard themselves as Indians, as distinguished from residents in different provinces of India, and shall devote themselves to the interests of the country at large while preserving their own special religious beliefs. An important contribution to Bengali fiction was made by Babu Rabindra Nath Tagore in his novel *Naukadaubi*, which is distinguished for its general culture and for the masterly way in which delicate problems of every-day life are handled. There were two interesting works of historical research, one giving the history of Bengal from the accession of Kasim Ali Khan to his defeat by the East India Company, and the other the history of Raja Pratapaditya of Jessore. The year was rich in both philosophical and religious productions, the most notable of the latter being an original work by Babu Viresvar Pande entitled *Dharmasastra-tattva o Kartavya-Vichar*. This work is a defence of the Hindu religion and an inquiry into the downfall of the Hindu races, and the author counsels Hindus to eschew Western habits of luxury and to resuscitate the indigenous arts and manufactures of the country.

Eastern Bengal and Assam. In Eastern Bengal and Assam the most notable feature of the year as regards literature was the considerable number of publications devoted to the Swadeshi movement. These, with some exceptions, were moderate and sensible in tone, advocating industrial and social reform and a more practically useful system of education. There were also writers opposed to the movement, and some were found even to defend the Partition. An interesting publication was *The National Problem and its Solution*, a series of essays published by Jagadish Chandra Ghosh, which may be regarded as an expression of the tenets of the moderate Congress party. A new history of the Province whitewashes Seraj-ud-daula and describes the Black Hole of Calcutta as a myth invented by Holwell and resuscitated by Lord Curzon. There is little worthy of note among Assamese publications. Among Bengali works there are several poems dealing with the present condition of the Indian people, some not without merit. *Priti-Pushpanjali*, a poem on various subjects, by a Hindu widow, may be noticed. There was no religious work of great value during the year. Under the head of Biography may be mentioned a collection of biographies of Europeans, in which the author takes the opportunity to descant upon political subjects. A deplorable characteristic of the year's work is the continued production of "keys" to the simplest primers.

United Provinces. The number of publications registered during 1906 in the United Provinces shows an increase of 15 per cent. in that for 1905. The total output of religious works during the year was enormous, and constitutes a record, but there was perhaps less than usual of any interest or value. An exception must be made in favour of the Reverend Ahmad Shah's controversial *Studies in the Quran*, the purpose of which is to show the indebtedness of the Quran to the Bible. There was a large output of verse during the year, mainly consisting of historical epics in Hindi, but little of it can be styled true poetry. Two volumes of the *Mahabharata* were produced in Nepali by a band of Nepalese scholars at Benares. A book of verse, called *Banita Bandhu*, by a lady member of the Arya Samaj, contains a trenchant attack on Indian men for their treatment of women, and occasionally rises to the height of true poetry. Fiction increased, the old-fashioned stories of adventure gradually giving way to short stories and novels dealing with the common experiences of every-day life, many of which are disfigured by the most shameless indecency. The Arya Samaj showed great literary activity during the year, its productions consisting mainly of virulent pamphlets against Government, and songs, to be sung by women, some of which are said to be marked by gross indecency. There was a falling-off in historical publications, but there were a few books of considerable interest, as, for instance, the *Asár Khair* of Muhammad Saīd Ahmad. There were two histories of the Russo-Japanese War, one in Urdu and one in Hindi, and a Hindi treatise on the training of women in Japan. Biographies were few and commonplace. A treatise entitled *Plague in India* by Rai Bahadur Lala Baij Nath, assisted by Major Vasu, I.M.S., is a useful and practical work.

Punjab. Religion was again the favourite subject in the Punjab. Noteworthy productions were the *Brahma Darshan*, an exhaustive exposition of the

religious beliefs of the Hindus, and the *Rama Updesh*, or the teachings of Rama, by the late Swami Ram Tirath, which is remarkable for its earnestness and sincere sympathy. The year was fruitful in translations. Further parts of the translations of the *Mahabharata* and the *Ramayan* were issued, and the *Sātyrth Prakāsh* was creditably translated into English by Dr. C. Bhargava. There was no original historical work of any note during the year, the only remarkable productions being the continuations of the Urdu versions of the *Tamaddun-i-Islam* and *Ibn-i-Khaldūn*. There was some diminution in the production of novels, and the decline was most marked in the case of novels of merit. In the sphere of Poetry there were signs of the growth of a new spirit infused by the Swadeshi and other movements of the times. The *Bharat Darpan*, perhaps the most important poem of the year, examines the present social and industrial condition of the Indian people, and preaches sincere love of country, religion unhampered by petty caste prejudices, and unity of purpose. There were several good pieces of poetry for the young, written by ladies. In Philosophy a remarkable work was the *Sankhya Darshan*, the so-called atheistic system of Indian philosophy, with a lucid Hindi commentary. LITERATURE.

The figures for Burma show a steady growth in religious literature, and a paucity of work on other subjects. The religious productions deal only with Buddhism, are intended solely for the edification of students of Buddhism, and are neither polemical nor proselytising. The dramatic works have no literary merit, and are for the most part vulgar and obscene. Works on astrology, astronomy, and medicine have no scientific value, being merely reproductions of old treatises. The fiction is negligible. Burma.

In the Central Provinces 50 publications were registered during 1906. None of these were worthy of special notice. No publications were registered in Coorg during the year. Mysore registered 66, as against 59 in the previous year. Among these a long religious poem on the Virasaiva faith and a good translation of the *Arabian Nights' Entertainments* alone deserve mention. Other Provinces.

CHAPTER XIV.

EMIGRATION AND MIGRATION.

Emigration.

Emigration. Emigration from India, so far as it is brought under the cognisance of Government, is mainly regulated by Act XXI. of 1883 and the Rules issued under its provisions. Emigration to Ceylon, to the Straits Settlements, and for employment under Government in East and Central Africa, is, however, excepted from the restrictions of the Act. By Section 8 of this Act, natives of India are permitted to emigrate, under contract to labour for hire, only to such countries as have satisfied the Government of India that sufficient provision is made for the protection of Indian immigrants. A similar protection was extended by Act X. of 1902 to natives of India engaged to emigrate, individually or in small parties, to work as artisans, for the purposes of an entertainment or exhibition, or for service in restaurants or other places of public resort. The Local Government is now empowered, before permitting such emigration, to impose such terms and conditions as it considers necessary in each case. Emigration otherwise than under contract to labour or work in one of the above capacities is not controlled by legislation.

No important administrative measures were adopted during the year under review.

Calcutta. There were seven emigration agencies at work during the year at Calcutta, six representing British Colonies, and one the Dutch Colony of Surinam. The total number of labourers requisitioned rose from 8,157 in 1905 to 13,276 in 1906. The number supplied during the year was 13,362. The results of the recruiting operations indicate that, as in the previous year, there was not much difficulty in securing recruits, owing no doubt to the continuance of scarcity in the recruiting districts. An Ordinance was passed by the Government of Fiji laying down that in future the right of an emigrant to a free return passage to India should be forfeited unless exercised within two years from the date when it accrues; otherwise there was no alteration in the terms offered to intending emigrants. The number of recruiting licences granted was 768, as compared with 870 in 1905, and of these 43, or 5·6 per cent. of the whole, were subsequently cancelled. Although the number of recruiters was smaller, the number of emigrants (23,366) recruited by them was larger than in the preceding year. This number was contributed by the different provinces in the following proportions :—United Provinces, 73·82 per cent.; Bengal, 11·39 per cent.; Bihar, 6·26 per cent.; Central Provinces, 3·70 per cent.; Punjab, 3·06 per cent.; Ajmere, 1·74 per cent.

The number of emigrants admitted to the Calcutta depôts was 19,414. Of the remainder, 2,862 were rejected subsequently to registration as unfit to emigrate. The percentage of deaths in the depôts was ·68 as compared with ·24 in the preceding year, and the percentage of rejections decreased from 10·6 to 9·4. The percentage of desertions increased from 2·49 to 2·54. After deducting casualties of all kinds, there remained 14,827 emigrants available for despatch to the colonies, of whom 14,035 actually embarked during the year, as against 9,322 in the previous year. They were distributed as follows: Demerara, 2,337; Trinidad, 2,514; Mauritius, 619; Natal, 3,866; Jamaica, 835; Fiji, 2,594; Surinam, 1,270. The total number shipped included 3,718 women and 679 returned emigrants who re-emigrated. The death rate on the ships carrying emigrants was 1·75 per cent., 11 out of the 184 deaths which occurred being due to cerebro-spinal fever, 100 to measles, and the rest to chest affections and other diseases. There were no deaths from cholera.

The number of emigrants who returned from the several colonies was 5,718, and their ascertained aggregate savings amounted to upwards of £60,818. The average savings per head varied from £32 4*s.* 7*d.* in Fiji to 10*s.* 4½*d.* in Mauritius. But 1,071 adults—18·7 per cent. of the total number of returned emigrants—brought back no savings.

There was a slight increase in the average amount remitted by resident immigrants in Demerara, Natal, and Jamaica, and a slight decrease as regards Trinidad, Mauritius, and Fiji. The average was again highest in the case of Natal (about £1), and Fiji was again the only other colony where the average remittance exceeded one rupee. EMIGRATION.

The numbers of emigrants embarking from Madras for Natal and Fiji respectively were 7,994 and 879. The corresponding figures for 1905 were 6,498 and 1,731. More than half the emigrants to Natal were from Madras and Chingleput and North Arcot districts. Madras and North Arcot and Tanjore districts supplied more than half the number for Fiji. No emigrants went to Trinidad, Mauritius, or the Seychelles, and there was no emigration to the French colonies during the year. Two thousand three hundred and eighty-six emigrants returned from Natal with savings amounting to £18,922 and 268 returned from Mauritius with £147. Madras.

As regards non-regulated emigration, the number of emigrants to the Straits Settlements increased from 40,900 to 52,306, most of whom started from ports in the Tanjore district. There was a continued increase in the number of passengers to Burma and Ceylon, the increase in the former case being mainly due to reduction in steamer fares.

The number of emigrants leaving Bombay under agreements made under the Indian Emigration Act showed a large decrease from 256 in 1905 to 52 in 1906. Of these, 30 were engaged for railway work in British Central Africa. One hundred and eighty-six former emigrants returned to Bombay. At Karachi, there was a large increase in the number of Punjabi emigrants from 252 to 901, 861 of whom left for service on the Uganda Railway. Forty-eight emigrants returned to Bombay, having served their time. There was a further increase to 2,000 of emigrants to South Africa from Surat and to 310 from Broach, in spite of the restrictions imposed in that country. Remittances from Africa to Surat are estimated at nearly £26,666. Bombay.

MIGRATION.

The Assam Labour Enquiry Committee submitted its Report during the year under review, and its recommendations are receiving the attention of Government. Among them may be mentioned the encouragement of *sardari* recruitment, the abolition of local contract, and the withdrawal of the right of private arrest. MIGRATION. Assam.

Assam imports from the other provinces of India the greater part of the labour force employed on tea-gardens, in the oil refinery at Digboi, in coal-mines, and in a few saw-mills in Upper Assam. The total labour population directly dependent on these industries numbered 684,208 at the end of June 1907, the year for which labour statistics are tabulated now ending at this date. The number of labourers engaged under Act VI. of 1901 showed a further decline of 6,941 to 69,841, while the number classed as "non-Act" labourers rose from 600,625 to 614,367. Of the total labour force in the province 61·25 per cent., including almost all of the "Act" labourers, were employed in the Assam valley, and the remainder in the Surma valley. There was a falling off in immigration, the total number of labourers and their dependants imported during the year being 25,617, against 31,830 in 1905–6, in spite of facilities afforded by Railway Companies and arrangements made for the stimulation of *sardari* recruitment. The importation from Madras alone showed an increase, while those from Chota Nagpur, the Sonthal Parganas, and the Central Provinces showed the largest falling off.

Of the 6,009 adults imported during the year under the Act, 3,060 were recruited by *sardars* and 2,949 by contractors; the corresponding figures for 1905–6 being 9,443, 5,482, and 3,961.

The number of deaths which occurred during the journey increased from 58 to 96, of which 73 were due to cholera.

Coolies travelling to the Brahmaputra valley made use of one of the two railway routes *viâ* Dhubri or *viâ* Chandpur and Tinsukia. Most of the immigrants to the Surma valley were conveyed by the Assam-Bengal railway. There was a small increase of those who passed through the river depôts.

MIGRATION. The number of complaints of fraud and irregularity in recruitment was 89, as compared with 74 in the previous year. Fraud or irregularity was proved in 21 cases.

Among the Act coolies, the average rate of wage for men on the total labour force increased from 7*s.* $8\frac{3}{4}$*d.* to 7*s.* $9\frac{1}{12}$*d.*, and for women from 6*s.* $3\frac{5}{6}$*d.* to 6*s.* $8\frac{11}{16}$*d.* The average wage earned by non-Act men was 6*s.* $8\frac{5}{9}$*d.*, compared with 6*s.* $7\frac{1}{3}$*d.* in 1905. The average earnings of women rose from 4*s.* $9\frac{1}{6}$*d.* to 4*s.* $11\frac{5}{6}$*d.*, and of children from 2*s.* $11\frac{1}{12}$*d.* to 2*s.* $11\frac{5}{12}$*d.*

The registered rate of mortality fell from 25·77 per mille in 1905–6 to 24·12 per mille in 1906–7. The mortality among Madras coolies was the highest, being 30·88 per mille, the figures for the Central Provinces falling from 31·18 to 30·31. Coolies from Chota Nagpur and the Sonthal Parganas had a death-rate of 23·53 per mille, while in the case of those from the plains of the United Provinces and Bengal there was a decrease from 25·8 to 22·89. There was a considerable decrease in deaths from cholera. The number of cases recorded of complaints laid by coolies against managers of ill-treatment unconnected with re-engagement was 2, as in 1905–6. Miscellaneous complaints filed by coolies declined from 162 to 157, and 452 applications for discharge certificates were made, certificates being granted in 297 cases. Cases in which managers were the complainants in criminal proceedings increased by 3 to 14. The number of desertions was 2,525, or 206 less than in the preceding year.

Burma. The number of emigrants who arrived in Burma during the year under review rose from 239,000 to over 360,000. On the other hand the number of emigrants who left the country also increased from 176,000 roughly to 320,000. The net addition to the population from this cause (40,718) was below the figure of the previous year (62,837). The increased activity was probably due, partly at any rate, to the continued prevalence of reduced passage fares.

Madras. The number of passengers arriving at the several ports of the Madras Presidency during the year was 294,919, of whom 120,684 came from Ceylon and 135,354 from Burma.

Bombay. Owing to the general improvement in agricultural conditions, the tide of emigration flowed less strongly than in the preceding year. There was the usual influx of labourers from the Deccan, Poona sending 115,000; but their stay was only temporary. The horde of Marwaie wanderers who infested Sind last year were got rid of during 1906–7 owing to the favourable harvest in Rajputana, while a similar cause accounts for the return of over 1,000 Cutchi labourers to Cutch and the comparatively small amount of immigration from that district into Sind.

CHAPTER XV.

TRADE AND MANUFACTURES.

(Detailed information regarding the Trade of British India being annually furnished in a separate Parliamentary Paper, a brief Review only is given in the present Chapter.)

TRADE.

The total trade of British India with other countries by sea and land during the five years ending on the 31st March 1907, was valued as follows :—

	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
BY SEA.	£	£	£	£	£
Imports :					
Private Merchandise	52,525,272	56,548,862	64,452,192	68,722,713	72,205,055
Government Stores -	4,687,504	5,179,320	5,156,305	6,019,781	5,956,410
Total Merchandise	57,212,776	61,728,182	69,608,497	74,742,494	78,161,465
Treasure, Private -	16,837,152	21,295,508	22,018,353	13,947,526	18,133,990
„ Government	82,085	4,388,564	4,320,430	7,153,150	11,585,884
Total Treasure -	16,919,237	25,684,072	26,338,783	21,100,676	29,719,874
Total Imports -	74,132,013	87,412,254	95,947,280	95,843,170	107,881,339
Exports :					
Private Merchandise :					
Indian Produce and Manufactures -	83,919,801	99,755,597	102,760,848	105,459,482	115,388,249
Foreign ditto -	1,957,108	2,217,458	2,248,715	2,352,540	2,322,693
Government Stores :					
Indian - - -	346,702	331,705	111,503	53,542	51,660
Foreign - -	40,788	40,013	26,969	24,850	20,280
Total Merchandise	86,264,399	102,344,773	105,148,035	107,890,414	117,782,882
Treasure, Private -	5,873,341	5,364,782	5,392,377	4,299,838	3,808,672
„ Government	565,084	4,596,339	5,634,834	6,013,499	3,497
Total Treasure -	6,438,425	9,961,121	11,027,211	10,313,337	3,812,169
Total Exports -	92,702,824	112,305,894	116,175,246	118,203,751	121,595,051
Total Sea-borne Trade	166,834,837	199,718,148	212,122,526	214,046,921	229,476,390
BY LAND.					
Imports - -	4,580,733	5,229,592	5,711,753	6,266,261	6,609,306
Exports - - -	3,870,514	3,964,335	4,501,241	4,903,864	5,178,598
Total Trade by Land	8,451,247	9,193,927	10,212,994	11,170,125	11,787,904
Excess imports of treasure by sea -	10,480,812	15,722,951	15,311,572	10,787,339	25,907,705
Net excess of exports over imports of merchandise and treasure by sea, private and Government - -	18,570,811	24,893,640	20,227,966	22,366,098	13,713,712

TRADE. Imports.

The large and steady increases in the value of imports during recent years continued in 1906–07, and all previous figures were again exceeded. The bulk of the cotton goods imported was somewhat reduced, on account partly of their high price, partly of the dearness of food-grains and the consequent contraction in some districts of the people's purchasing power, and perhaps also as a result of the *swadeshi* movement; but the value was not far short of the record figures of 1905–06, and the bulk was greater than in any of the years preceding 1905–06. There was a further increase in the imports of sugar from 7,700,000 cwt. to 9,700,000 cwt., of which 5,900,000 cwt. was cane sugar, chiefly from Java and Mauritius. The increase was probably partly due to the failure of the cane crop in Northern India. There was a small decline in the quantity of metals imported, in spite of the rise in value. The mineral oil imports show only a slight recovery from the low figures of 1905–06, on account of the rapid development of the Burma oil industry, and the continued disturbances in Russia. Owing to the large and increasing number of railways owned by the State, the imports of railway material fall largely outside the table, which includes only private merchandise. If the Government imports are included, the value of railway material imported was £5,662,000, compared with £4,493,000 in the previous year.

Imports.	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£	£
Cotton woven goods	18,766,000	19,246,000	23,706,000	26,012,000	25,130,000
Cotton yarns	1,532,000	1,428,000	1,658,000	2,284,000	2,149,000
Silk, raw and manufactured	1,456,000	1,618,000	1,902,000	1,742,000	1,595,000
Woollen goods	937,000	1,440,000	2,051,000	1,617,000	1,368,000
Metals	5,331,000	6,153,000	6,213,000	6,028,000	6,693,000
Hardware and cutlery	1,248,000	1,468,000	1,486,000	1,417,000	1,675,000
Machinery and millwork	1,869,000	2,235,000	2,685,000	3,283,000	3,860,000
Railway material	1,074,000	935,000	940,000	1,082,000	2,772,000
Liquors	1,180,000	1,218,000	1,249,000	1,345,000	1,238,000
Provisions	1,227,000	1,352,000	1,444,000	1,590,000	1,616,000
Sugar	3,303,000	3,957,000	4,602,000	5,183,000	5,825,000
Mineral oils	2,310,000	2,300,000	2,217,000	1,491,000	1,618,000
Chemicals, medicines, dyes	1,333,000	1,502,000	1,498,000	1,541,000	1,610,000
Apparel	1,188,000	1,331,000	1,493,000	1,478,000	1,408,000

Exports of Indian Merchandise.

Among exports of Indian merchandise the outstanding feature was, as the following table shows, the unprecedented value of jute, both raw and manufactured. The table below brings out clearly the immense preponderance amongst Indian exports of raw agricultural produce, and the figures consequently fluctuate widely according to the character of the season. This is most marked in the case of wheat. The steadiness in recent years in the value of rice exports has not been accompanied by a corresponding steadiness in the quantities shipped. Attention may be called to the growing importance of the exports of lac; this is principally due to the continuous rise of price as a consequence of the activity in the electrical industry, and the demand for high-class varnishes. It has been alleged, however, that the high level of prices has induced reckless gathering prejudicial to succeeding crops. The trade in indigo showed a slight improvement; but it is impossible to say at present whether the lowest point of depression due to the competition of the synthetic dye has yet been reached. Further details in regard to the trade in some of the principal agricultural products have been given in Chapter X.

Exports of Indian Produce.	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£	£
Raw cotton	9,838,000	16,251,000	11,623,000	14,228,000	14,652,000
Cotton yarns	5,693,000	5,894,000	6,544,000	8,258,000	6,931,000
Cotton piece goods	978,000	1,087,000	1,218,000	1,359,000	1,181,000
Raw jute	7,418,000	7,812,000	7,977,000	11,417,000	17,892,000
Jute manufactures	6,000,000	6,307,000	6,624,000	8,296,000	10,456,000
Wool, raw	777,000	918,000	1,261,000	1,410,000	1,618,000
Rice and rice flour	12,597,000	12,723,000	13,080,000	12,425,000	12,353,000
Wheat and wheat flour	3,321,000	7,746,000	12,399,000	6,115,000	5,227,000
Oilseeds	9,922,000	9,677,000	9,607,000	7,073,000	8,681,000
Tea	4,908,000	5,705,000	5,644,000	5,898,000	6,572,000
Coffee	881,000	912,000	1,107,000	1,171,000	664,000
Opium	5,345,000	6,980,000	7,082,000	6,315,000	6,205,000
Indigo	804,000	717,000	556,000	391,000	467,000
Hides and skins	5,623,000	5,957,000	6,604,000	9,171,000	10,230,000
Lac	1,205,000	1,787,000	1,988,000	2,068,000	2,247,000

Trade by countries.

In comparing the trading interests of various countries with India much care is necessary; for in the case of imported goods, the countries containing the ports from which the goods were shipped direct to India were formerly credited with the trade, and exported goods are credited to the countries containing the ports at which the goods are discharged, whether destined for that country or not. From the figures as they stand, the trade with the United Kingdom in 1906–07 constituted 42 per cent. of the total trade in merchandise on private account. Taking imports and exports separately, about 67 per cent. of the total import trade and 27 per cent. of the export trade was conducted with the United Kingdom. In consequence, however, of the re-exports of Indian produce, the value of the amount retained in that country is lower by about one-third than the figure given above. The proportion of the trade which is assignable to the British Empire cannot be stated except in a misleading form, since the figures for the Straits Settlements and Hong Kong, which are chiefly distributing centres, are very important items, and most of this trade is re-shipped to foreign countries. Of the other Colonies, apart from Ceylon and Mauritius, the largest trade was done with Australia (£2,055,000).

The value of India's trade in private merchandise with some of the chief countries, imports and exports combined, for the last five years, is as follows:—

——	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
	£	£	£	£	£
United Kingdom	56,442,000	64,204,000	70,784,000	72,969,000	79,812,000
China	12,128,000	13,360,000	14,420,000	15,510,000	13,689,000
Germany	8,225,000	11,827,000	12,026,000	12,742,000	16,586,000
United States	6,499,000	6,890,000	7,478,000	10,181,000	12,131,000
France	7,047,000	7,650,000	7,576,000	7,536,000	8,408,000
Japan	4,446,000	6,494,000	7,279,000	7,490,000	5,813,000
Belgium	5,371,000	7,317,000	7,946,000	7,324,000	7,680,000
Straits Settlements	6,731,000	6,581,000	6,340,000	5,976,000	6,280,000
Austria-Hungary	3,847,000	4,692,000	5,804,000	5,948,000	8,194,000
Ceylon	3,489,000	3,608,000	3,823,000	4,242,000	4,907,000
Italy	2,836,000	3,959,000	3,695,000	3,966,000	4,546,000
Russia	2,064,000	2,191,000	1,504,000	583,000	574,000

TRADE.

The notable decline since 1905 in the trade with Russia is due to the falling off in imports of oil, owing to the disturbances in the Russian oil districts. Germany has, for the first time, taken the second place; this may be due in part to improved methods of registration, there being a decrease in the exports to Holland. It may still be noted that much of the trade attributed to Belgium belongs to Germany.

Provinces and Ports.

The following figures show the proportionate share of each province and of the five chief ports in the private trade with foreign countries in merchandise only :—

	Imports (percentages).				Exports (percentages).			
	1903–04.	1904–05.	1905–06.	1906–07.	1903–04.	1904–05.	1905–06.	1906–07.
PROVINCES :								
Bengal and Eastern Bengal.	39·7	39·9	40·7	39·1	39·2	40·9	43·7	46·9
Bombay and Sind	41·7	42·1	43·9	43·8	40·5	39·4	37·1	34·6
Madras - -	8·9	8·8	7·5	8·4	9·9	9·4	9·6	9·9
Burma - - -	9·7	9·2	7·9	8·7	10·4	10·3	9·6	8·6
	100	100	100	100	100	100	100	100
CHIEF PORTS :								
Calcutta - -	39·5	39·7	40·4	38·9	37·4	38·9	41·9	44·4
Bombay - -	35·3	34·1	35·4	35·1	31·9	28·0	30·0	25·7
Karachi - -	6·5	8·0	8·4	8·7	8·7	11·4	7·1	8·9
Madras - -	7·2	7·3	6·1	7·1	3·3	3·2	3·6	3·8
Rangoon - -	9·5	9·0	7·8	8·4	8·3	8·2	8·1	6·9

The value of the exports from Calcutta was swollen by the high price of jute. The aggregate foreign trade of Bombay showed a small decrease in absolute amount; the heavy falling off in exports was due to the decline in wheat, cotton twist and yarn, and opium. As a result, Calcutta was in the year under report still further ahead of the port of Bombay, the combined value of the export and import trade in private merchandise of the former rising from £72,882,000 in 1905–06 to £80,324,000 in 1906–07, and of the latter falling from £56,673,000 to £55,592,240.

Treasure.

The net import of gold, which was exceptionally small in 1905–06, increased from £305,000 to £9,904,000, the highest figure on record; including the production in the country the amount absorbed was £12,055,000. The net import of silver reached the unprecedented total of £16,003,700. The amount of silver coinage struck in the mints showed a further increase over the high figures of 1905–06 The average price of silver in London in 1906 was 30$\frac{7}{8}$*d.* per oz., the highest since 1893.

Land trade.

The trade across the land frontiers is only about 5 per cent. of the trade carried by sea, but it is progressive, and has now attained substantial dimensions. The gross totals of imports and exports together, including treasure, for the last six years are given in the margin. The trade with Afghanistan showed a marked increase, the visit of His Majesty the Amir causing exceptional facilities for communication. The most important item is the trade with Nepal, which, however, declined slightly during the year. The figures given under the heading of land trade include a considerable trade with such regions as Kashmir and the Shan States, much of which can scarcely be called trans-frontier trade. Taking the frontier trade as a whole, the chief items were, among imports, grain and pulse, chiefly rice, to a value of £1,060,000, and timber (value £700,000), and, among exports, cotton, cotton yarn, and cotton goods (value £2,338,000) and sugar (value £236,000).

	£
1901-1902	9,573,000
1902-1903	8,451,000
1903-1904	9,158,000
1904-1905	10,213,000
1905-1906	11,227,000
1906-1907	11,788,000

Coasting trade.

The combined import and export trade in merchandise and treasure carried on by coasting vessels is said to have represented a value of £34,820,000 during 1906–07, which is 15·5 per cent. more than in 1905–06. This figure is calculated by adding to the value of the imports into British ports from other British ports the sum of the imports and exports in the trade between British and non-British ports in India. The chief improvements were in Bengal coal, in gunny bags, which were sent from Calcutta to Burma and Bombay, and in rice, a large amount of which was exported from Burma to Bengal.

TRADE. Shipping and freights.

The following statement gives the numbers and tonnage of steamers and sailing vessels with cargoes and in ballast in Indian ports which entered from and cleared to all countries :—

—	No.	Tons.	Average Tonnage.
1902–03	9,089	10,926,560	1,202
1903–04	9,530	12,559,260	1,318
1904–05	9,798	13,881,336	1,417
1905–06	9,269	12,598,321	1,359
1906–07	9,329	13,775,436	1,477

In 1906–07 5,944 of these were steamers with an aggregate burden of 13,469,417 tons. The entries from and clearances to the United Kingdom were 3,121,861 tons, as against 3,140,281 tons in 1905–06.

The number of vessels under the principal flags are given below :—

—	1902–03.	1903–04.	1904–05.	1905–06.	1906–07.
British	4,257	4,772	5,633	4,838	4,920
German	325	393	339	387	371
Austro-Hungarian	142	134	156	162	159
Norwegian	116	173	141	174	195
French	157	143	94	105	67
Italian	54	63	74	85	76

Freights were low in 1906 on account of the cessation of the abnormal demands in the Far East caused by the war. By March 1907, there had been an appreciable rise. The following statement gives minimum quotations for typical rates of freight from the principal Indian ports to London in March of each of the last five years. The Calcutta ship ton is one of 50 cubic feet, while that recognised at Bombay and Karachi is of 40 cubic feet.

—	1903.			1904.			1905.			1906.			1907.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Calcutta—Rice	0	15	0	0	17	6	1	0	0	0	15	0	0	17	6
Wheat	0	15	0	0	17	6	1	0	0	0	15	0	0	17	6
Jute	0	17	6	1	0	0	1	2	6	0	17	6	1	0	0
Linseed	0	17	6	1	0	0	1	2	6	0	17	6	1	0	0
Tea	1	11	3	1	11	3	1	16	3	1	13	9	1	15	0
Bombay—Wheat and seeds	0	15	6	0	16	0	0	15	0	0	13	6	0	14	6
Cotton (to Liverpool)	0	15	6	0	16	6	0	15	6	0	14	6	0	15	0
Karachi—Wheat	0	15	0	0	16	0	0	15	6	0	14	0	0	13	0

MANUFACTURES.

MANUFACTURES. Cotton mills.

There were at the end of the year 1906–07 in British India and Native States 217 cotton mills containing 59,400 looms and 5,546,300 spindles, and giving employment on an average to 211,100 persons a day. Of these, 106 were exclusively spinning mills, 10 were exclusively weaving mills, and in the rest both spinning and weaving were carried on. The capital invested, including an estimate for 26 mills worked by private proprietors, for which accurate returns are not available, was £11,330,000 (paid-up capital and debenture loans); 152 of the mills containing 71 per cent. of the spindles and 79 per cent. of the looms, are located in the Bombay Presidency, while there are 13 mills in the territory of Native States and in French possessions in India.

MANUFACTURES.

The out-turn of yarn in recent years in British India, excluding the mills in Native States or foreign territory, is shown in the marginal table. In 1900–01 there was a great decline in low-count yarns, due partly to the famine in India, and partly to the collapse of the Chinese market. In 1901–02, with the passing away of these causes of depression, and a reduction in the prices of raw cotton following on larger crops, the mills resumed operations with great activity, but the high price of the yarn in the year 1903–04 made profitable business difficult, several mills being either closed or worked short time. The latter half of the following year, however, saw a complete revolution of the conditions affecting the spinning industry, caused by the fall in the price of raw cotton and the large off-take of the principal markets, so that all the spindles were brought into full use, and a state of unusual financial prosperity was created; this prosperity was, on the whole, maintained during 1906–07. The mills of the Bombay Presidency produced nearly 75 per cent. of the yarn, Bengal 7 per cent., Madras 5 per cent., the United Provinces about 5 per cent., and the Central Provinces 4 per cent. The continued increase in the production of yarns of counts above number 25 was noticeable, the production of these counts being 8 per cent. of the total; the Bombay mills especially spun an appreciable quantity (9 per cent. of their output in 1906–07) of the higher counts. The out-turn of finer yarns, numbers 31 to 40, in Indian mills increased from 12½ millions of pounds in 1901–02 to 17 millions in the year under report. The Bombay mills also spun an appreciable quantity of yarns of No. 40 and upwards, using Egyptian or other imported cotton.

—	Counts Nos. 1 to 25.	Above No. 25.	Total.
	Lbs.	Lbs.	Lbs.
Average: 1896-97 to 1900-01	423,906,900	20,082,800	443,989,700
1901-02	527,448,600	32,556,200	560,004,800
1902-03	523,565,000	35,247,000	558,812,000
1903-04	515,203,400	40,987,400	556,190,800
1904-05	510,075,100	45,873,300	555,948,400
1905-06	610,602,900	45,015,900	655,618,800
1906-07	581,378,000	49,175,300	630,553,315

The imports of yarn from the United Kingdom and other places are about 6 per cent. of the total production in India. The figures are as follows:—

—	Nos. 1 to 25.	Above No. 25.	Total.
	Lbs.	Lbs.	Lbs.
Average, 1896–97 to 1900–01	5,654,200	38,315,500	43,969,700
„ 1901–02 to 1905–06	3,571,800	29,095,600	32,667,400
„ 1906–07	2,538,600	32,070,900	34,609,500

The production of woven goods in recent years is given in the margin. Weaving is concentrated to an even greater degree than spinning in the Bombay mills, which in 1906–07 produced about 85 per cent. of the total output of British India; Madras, the Central Provinces, and the United Provinces each contributed about 5 per cent. These goods are mainly unbleached grey fabrics; only in Madras did any considerable proportion of the weaving consist of finer goods, and there these fabrics were 52 per cent. of the production. It is to be observed, however, that there is a very decided tendency to increase the output of the finer fabrics.

—	Grey.	Other Kinds.	Total.
	Lbs.	Lbs.	Lbs.
Average: 1896–97 to 1900–01	80,557,484	11,295,460	91,852,949
1901-02	96,210,200	19,756,000	115,966,200
1902-03	95,645,500	21,639,100	117,284,600
1903-04	106,515,100	25,361,100	131,876,200
1904-05	124,363,200	28,378,600	152,741,800
1905-06	126,687,400	29,912,900	156,600,300
1906-07	129,599,300	29,402,200	159,001,500

Jute mills.

Jute fabrics were formerly produced by hand for the clothing of the poorer classes, and when its use for this purpose was checked by the importation of cheap European cotton goods, a demand arose for the manufacture of gunny bags for the export of grains. The hand-loom export trade culminated in 1856–57, in which year the first mill on record in the neighbourhood of Calcutta was established. Since that time the record of the jute industry has been one of uninterrupted and increasingly rapid progress, the number of looms in the Calcutta mills having doubled in the last decade.

The number of jute mills in 1906–07 was 44, containing about 25,000 looms and 520,000 spindles, and employing a daily average of nearly 167,000 persons. The exports, the principal destination of which is the United States, rose from 201,000,000 gunny bags and 575,000,000 yards of gunny cloths, with a value of £6,626,000 in 1904–05, to 258,000,000 gunny bags and 696,000,000 yards of cloths, with a value of £10,477,300 in 1906–07. The rise in value is principally due to the extraordinary increase in the price of raw jute, which rose in the same period from Rs. 36½ to Rs. 65½ a bale. All the mills, with the exception of one at Cawnpore, which was not worked during the year, and one in the Madras Presidency, are in Bengal, and most of them are in the vicinity of Calcutta. The paid-up capital employed by these mills, excluding one which had not reported its capital, was £7,780,000, including debentures issued ; of which nearly 3 millions are sterling capital. About £600,000 was added to the paid-up capital and debentures during the year under report. MANUFACTURES.

There is now considerable activity in the manufacture of jute in Germany and the United States ; but the principal centre outside India is at Dundee, where a capital of some £5,000,000 is employed in the industry, although the number of looms is only about half of the number running in Bengal. It is questionable how far there is actual competition between the two centres. The Calcutta mills are employed chiefly in coarse weaving, whereas those of Dundee are engaged in finer work, and their looms are adapted for a much wider range of cloth. While in 1906–07 the value of the Calcutta exports was four times that of the exports from the United Kingdom in 1906, it has been estimated that the consumption of raw material at Calcutta was sixteen times that at Dundee.

There were six woollen mills at work at the end of 1906, containing 759 looms, and 27,100 spindles, employing 3,400 persons, and producing goods valued at £232,120 in the year. The fabrics consist chiefly of blankets, serges, and cloths worn by the Army and the police, and an admixture of Australian wool is used. The quantity and value of the woollen goods produced have advanced to a considerable extent in the last 10 years ; but in 1906 the production fell off considerably, though the value was more nearly maintained on account of the high price of wool. The produce of Indian mills represents only a small share of the total trade in woollen goods. There are in various places factories for the weaving of carpets and rugs, but though these industries are in the aggregate extensive they are individually small, and the weaving is done in hand-looms. The exports of Indian carpets and rugs during the year were valued at £137,500. Woollen mills.

There were eight paper mills at work in India, employing a daily average of 4,700 hands, and producing in 1906 about 47½ million lbs. of paper, valued at £420,700. Most of the foolscap, blotting paper, notepaper, and envelopes used in Government offices is now obtained from the Indian mills ; but the development of paper-making in India has been checked by the competition of cheap wood-pulp paper from Europe, and the industry has not shown much progress in recent years. Forty-five per cent. of the total value of the paper used in India is produced in the country, and 55 per cent. is imported. A favourable report was made in 1906 by an expert sent out from England, on the subject of the possibilities of wood-pulp manufacture in India. Paper mills.

In 1906 there were 25 breweries at work, which produced during the year about 5½ million gallons of beer. The Commissariat Department bought nearly half of this malt liquor for the use of European soldiers, and the rest is consumed also mainly by Europeans—soldiers or civilians. The largest brewery is at Murree in the Punjab Himalayas, and its output was about a million gallons. More than one third of the whole production is brewed in the Punjab. Indian beer is sold for the most part at prices varying from 12 annas to one rupee a gallon. The quantity of beer imported into India during the year was about five million gallons. Breweries.

In 1906 the officials administering the Factories Act recorded that there were within the scope of the Act 92 factories belonging to the State and to local bodies, such as municipalities, port trusts, and railways. Among these were 16 printing presses and 14 railway workshops, 10 canal and engineering workshops, and a considerable number of military arsenals and factories. Other industries.

MANUFACTURES.

Factories worked by steam, and owned by private persons, numbered 1,687, compared with 1,442 in 1905. There were also 76 factories not worked by steam. The factories created by the cotton industry exist principally in Bombay, those relating to the jute industry in Bengal and Eastern Bengal and Assam; while rice mills and saw mills are mainly concerned with the exploitation of the two principal products of Burma—rice and teakwood. The number of works engaged in the principal industries, together with the number of persons employed, is given in the following table :—

	No. of Works in 1906.	No. of Persons employed.	
		1906.	1905.
Cotton presses	962	94,894	84,664
Cotton mills	217	211,156	212,720
Jute presses	126	23,639	20,304
Jute mills	44	166,895	144,879
Rice mills	92	12,756	13,939
Sawmills	62	7,731	8,517
Iron and brass works and foundries	74	26,123	24,001
Indigo factories	196	102,148	80,043
Tile factories	86	15,645	12,628
Printing presses (private)	88	14,828	13,548
Printing presses (Government and municipal)	14	7,524	6,087
Dockyards	11	9,170	10,411
Railway open lines	34	391,865	373,252
Railway workshops	87	87,419	78,781
Government arsenal, arms, and ammunition factories	14	16,037	13,159

The progress of the tea industry and also that of the coal industry have been noticed in Chapter X.

The average number of men, women, and children shown in a table below to have been employed in 1906 in the factories coming under the Factories Act is 690,712. If to these be added the figures given in the report of the Chief Inspector of Mines, relating to all mines coming under the Mines Act, namely, 128,666, a total of 819,378 results.

FACTORIES ACT.

FACTORIES ACT.

The law respecting factories in India is Act XV. of 1881, as amended by Act XI. of 1891. The changes introduced by the latter into the previous law were, briefly :—

The law could be applied to establishments employing 20 hands or over, instead of only to those with 50 hands or over, factories of the latter description being brought in all cases under the Act;

The minimum age for child labourers was raised from seven to nine years, and the maximum age from 12 to 14 years;

The maximum hours for child labour in any one day were reduced from nine hours to seven hours, and their employment at night-time was forbidden;

The hours of actual labour for women workers, which were unrestricted under the Indian Factory Act of 1881, were limited by the Act of 1891 to 11 hours a day, with intervals amounting to 1½ hours;

A rest period during work was prescribed for all labourers.

In December 1906 the Government of India appointed a small Committee to conduct a preliminary inquiry into the conditions of factory labour in textile factories in India.

The specific points referred to the Committee were as follows :—

(1) Whether the working hours of adult males should be limited, and whether the physique of operatives is affected by long hours.

(2) Whether before children are allowed to work in factories certificates of age and fitness should be required.

(3) Whether the minimum age of children should be raised beyond nine.

(4) Whether, as the result of employment as adults of persons between the ages of 12 and 14, there has been physical deterioration requiring the creation by law of a special class of workers known as young persons.

(5) Whether a separate staff of Medical Factory Inspectors should be entertained.

The Committee were also at liberty to put forward recommendations for the amendment of the existing law and practice, if they were of opinion that the present hours of work of operatives are excessive, that the conditions of factory labour are otherwise injurious or oppressive, or that abuses exist in connection with the employment of children or young persons. The Chairman was Commander Sir H. P. Freer-Smith, R.N., late Superintending Inspector for Dangerous Trades in England, and there were two other members. The Committee's report was submitted in April 1907, and was presented to Parliament (Cd. 3617). It is not necessary to enumerate here the definite suggestions put forward by the Committee as the result of their inquiries. They pointed to a number of important reforms, and their conclusions are now forming the basis of investigation by a representative Commission, which is expected to report by June 1908.

STATISTICS OF FACTORIES IN INDIA, INSPECTED UNDER THE FACTORY ACT DURING THE YEAR 1906.

PROVINCE.	Number of Factories working, and liable to be inspected.	Average Number of Hands employed daily.				Number of Factories.			Number of Persons convicted of breach of Act.	Number of Accidents Reported.			
		Men.	Women.	Children.	Total.	With Sunday Holiday.	With other Weekly Holiday.	Exempted from Sunday Stoppage.		Fatal.	Serious.	Minor.	Total.
Bengal - - -	190	210,018	31,864	24,323	266,205	156	—	34	—	34	328	600	962
United Provinces -	154	40,613	5,316	1,880	47,809	126	26	2	2	9	54	65	128
Punjab - - -	182	22,330	3,395	1,150	26,875	136	40	11	2	9	32	238	279
North West Frontier Province.	1	28	32	—	60	1	—	—	—	—	—	1	1
Burma - -	219	29,901	652	313	30,866	195	19	5	—	6	89	58	153
Central Provinces and Berar.	318	21,766	12,795	1,610	36,171	170	147	1	10	2	57	78	137
Madras - - -	87	37,585	3,040	2,483	43,108	78	6	3	1	—	24	289	313
Bombay - -	478	159,268	44,710	8,659	212,637	332	144	2	13	25	137	1,367	1,529
Eastern Bengal and Assam.	99	16,506	787	709	18,002	57	—	42	—	1	13	7	21
Ajmere - -	4	8,678	205	96	8,979	2	2	—	—	—	4	36	40
Total, 1906 - -	1,732	546,693	102,796	41,223	690,712	1,253	384	100	28	86	738	2,739	3,563
Total, 1905 -	1,545	501,227	93,431	37,978	632,636	1,133	305	96	22	111	499	2,642	3,252
Total, 1904 - -	1,449	466,721	85,221	35,618	587,560	1,004	314	116	22	91	586	2,383	3,060

The steady increase during recent years in the number of factory operatives in India appears from the table in the margin, which gives the average total number employed daily in each of the last five years.

1902	527,617
1903	553,422
1904	587,560
1905	632,636
1906	690,712

The total number of factories registered under the Act rose from 1,600 in 1905 to 1,855 in 1906. The increase was most marked in the Central Provinces and in Bombay, where 137 and 40 new factories respectively were brought within the Act's operation. In the case of the Central Provinces, however, the actual increase was 9 only, and the large nominal increase was due to imperfect registration in previous years. The increase in Bombay and the United Provinces was due to the expansion of the cotton industry. The advance in the case of Burma is ascribed to the increase in the number of rice and saw mills, while that in Eastern Bengal and Assam

FACTORIES ACT.

was due to the erection of new jute mills. The decrease in the number of operatives in the Punjab is noticeable, and probably resulted from the fact that many cotton gins and presses remained closed owing to the failure of the cotton crop during two successive years.

The members of the Jute Association in Bengal agreed not to work with artificial light for six months from the 1st January 1906. The agreement was not renewed at the end of this period; but it is reported that the operatives do not work long hours, and that even with electric light the different batches seldom work for more than 8½ hours each. As the result of a resolution passed at a conference of Indian and Ceylon Chambers of Commerce inquiries were instituted regarding the supply of labour in the United Provinces and in Bengal. It seems that, though there is a shortage in the supply of skilled artizans who require to be trained, there is no real deficiency in the amount of labour potentially available, and that no difficulty in that direction need be anticipated, if the condition of work in the mills be made more congenial to the labourer and if the manufacturers adopt more systematic methods of recruitment. Considering the enormous increase in recent years in the demand for industrial labour, it is surprising how readily the supply has responded, and a small increase in the wages offered would largely increase the possible field of recruitment. There is apt, however, to be difficulty in Bengal during the three hot months of the year, when the up-country coolies prefer to return home.

As in previous years, there were but few instances reported of the infringement of those provisions of the Act which relate to the working hours and the employment of women and children. The local governments report that inspection work was, on the whole, satisfactorily performed, although some factories escaped inspection altogether during the year. There was a small increase in the number of accidents reported, but this increase was not disproportionate to the increase in the number of operatives, the proportion of accidents to operatives being 1 in 193 compared with 1 in 194 for the year 1905. The condition and general health of the labourers is reported to have been satisfactory.

CHAPTER XVI.

FRONTIERS AND NATIVE STATES.

Frontier States.

Frontier States.

Baluchistan and the Persian Frontier.

The seasons in Baluchistan during the year under review were favourable, the harvests were good, and the area of land under cultivation increased. The public health was generally good, but there was a considerable increase in the number of cases of malaria. The Province was practically free from plague. As in the preceding year precautionary measures were taken against the disease. A segregation camp was kept open at Hirok in the summer, and at Sibi in the winter; and observation camps were maintained on the Seistan trade route. The Provincial receipts for the year amounted to £198,700 and the expenditure to £220,800, as against £200,500 and £209,000 respectively in the preceding year. The grant for Civil Works for the year amounted to £32,300. Progress was made with the work of Land Survey and Settlement. The work of Settlement in the Nasirabad Tehsil was finished in April 1907. The important Quetta revision settlement work was commenced, the original settlement having expired on the 31st March 1907. The total value of the Foreign land trade with Afghanistan and Persia amounted to £186,600, showing a decrease of £17,100 as compared with the preceding year. The decrease was in a measure due to the plague conditions existing in Seistan. The work of the Police was generally satisfactory, and crime was normal. The two drilled and disciplined corps, viz., the Zhob and Makran Levy Corps, were maintained at the same strength as in 1905–06. The total strength of the district Levies, excluding the Zhob and Makran Corps, was 2,270. The conduct of these Levies was generally satisfactory. The Province is still in a backward stage as regards education, but the progress initiated in recent years was maintained.

The administration of the Kalat State was generally satisfactory. In the summer of 1906 some disturbance of the peace was caused on the borders of Las Bela and Jhalawan by a conflict between the Mengals and the Jamots in the course of which several tribesmen were killed. The disputes of the tribes were referred for settlement to the Sibi Shahi Jirga in February 1907, and an award was given by the Jirga which was subsequently confirmed by Government. The Political Agent has since visited the district, and steps are being taken for the better control of this remote and backward part of the country. In October 1906 an amicable settlement of the long-standing Phailawagh land case in the Sibi District was arrived at between the Marri and Bugti tribes. Hostile opposition was, however, offered by one section of the Marri tribe to the demarcation of the land in dispute, which was undertaken by the Political Agent, and it became necessary to provide him with a military guard. The Marri Chief was able to arrest a number of men who participated in these demonstrations. They were subsequently convicted by a Jirga and sentenced to imprisonment.

A few offences of a fanatical nature occurred during the year. The most serious of these resulted in the death of a Government mule driver in charge of a Government tonga, who was shot dead on the Harnai-Loralai road on the 12th December 1906. The necessary measures were taken to effect a settlement.

No incident of a serious nature involving the peace of the border occurred in the Chagai and Quetta Pishin Agencies. In the Zhob Agency the general attitude of the tribes, with the exception of the Sheranis, was satisfactory. On the 14th May 1906 the Political Rest House and Dâk Bungalow at Shinghar were burnt by certain Sherani malcontents. The offenders were followed by parties of the Zhob Levy Corps, and shots were exchanged, but they eventually made good their escape across the border.

On the 29th September 1906 a patrol of the Zhob Levy Corps, escorting mails between Mir Ali Khel and Moghal Kot, were ambushed by a party of

FRONTIER STATES.

raiders. Two Sowars of the escort were killed and three wounded. The raiders evaded pursuit and got away into the Wana Agency, North-West Frontier Province. It is believed that the raiders consisted of a party of Waziris under Mianji, the notorious Mahsud outlaw, and Anji, his brother, together with ten or twelve Sheranis.

The Khoidad Khel section of the Suleman Khel tribe, Wana Agency, caused some anxiety in January and February 1907, in consequence of the flight, across the Gomal border into the Province of Baluchistan, of the widow of the late Khoidad Khel Chief with a young man of the tribe. The Khoidad Khel as a tribe were greatly incensed. They assembled on the border and demanded that the guilty pair should be given up to them. Having regard to the policy always adopted with regard to refugees their demand was not complied with. The tribesmen then took up a threatening attitude, crossed the border, and cut the telegraph wires in the Zhob Agency. The Political Agents in Wana and Zhob met, and subsequently a settlement was arranged with the Khoidad Khel, under which they paid for damage done to the telegraph line. The offending tribesman was ordered to find security for £200 to keep the peace.

A tribal dispute, in which two factions of the Jogezai tribe, the Ishak and Nawab Kahols were concerned, occurred in the spring of 1906. On the 1st May an affray in connection with this dispute took place at Killa Saifulla, in the Zhob Agency, in which Sardar Bahadur Nawab Bangal Khan on the one side was killed, and Sardar Bahardur Akbar Khan and Baran Khan, on the other side, were wounded. The case was referred to a special Jirga, convened at Quetta on 1st September 1906, and in July 1907 a settlement was effected.

North-West Frontier Province.

The relations with the tribes on the North-West Frontier during the year under review were on the whole peaceful. The Peshawur and Kohat districts, however, continued to be the scene of the depredations of gangs from Afghan territory in which the Zakka Khel Afridis took a principal part. In view of this, following on the misbehaviour of the tribe referred to in last year's Statement, it was decided not to summon this section for their allowances in the winter. The border of Lower Kurram was the scene of some disorder owing to the incursions of raiding parties from Khost; while in Upper Kurram the Khani Khel Para Chamkanni were the cause of some annoyance.

In Waziristan the position of affairs was as follows:—At the beginning of the year the Mahsuds petitioned for pardon for the murder of Captain Donaldson. Their prayer was granted on the understanding that Pashakai, the only one of the abettors of the murder, still at large, should be surrendered, if found in Mahsud country, and, failing his surrender, a sum of £6,666 should be deducted by way of fine from the Mahsud allowances. A grant of land in British territory to the Mulla Powindah was also sanctioned, together with a redistribution of the Maliki allowances. In spite of a settlement effected on the above basis, affairs in the Mahsud county remained in an unsatisfactory condition.

In the North the border was peaceful, except for the dispute between the Khan of Dir and his brother, which still continued; and the usual family feuds between the rulers of Nawagai and Bajaur. In Chitral the administration of the Mehtar was satisfactory, and the people were contented and prosperous.

Climatic conditions in the Province were favourable. The autumn harvest of 1906 and spring harvest of 1907 were both above the average. The year as a whole was therefore prosperous, and land revenue was collected without difficulty. The public health, however, was seriously affected by an epidemic of malarial fever, which prevailed throughout the Province during the closing months of 1906, and business was further disorganised by an outbreak of plague in the spring of 1907.

The work done by the Frontier Militia Corps was satisfactory. The Kurram Militia showed a marked improvement in discipline. In Southern Waziristan it was found necessary to discharge the Mahsuds in the Militia, owing to the refusal of the tribe to accept the principle of tribal responsibility for the conduct of individual tribesmen. The work of the Police was generally satisfactory. Difficulty was experienced in obtaining suitable

recruits for the force in spite of the improved remuneration now offered. The steady diminution of serious crime observed in the three preceding years was continued during the year under review. FRONTIER STATES.

The survey of the Mullagori, Shinwari, and Shilman country of the Khyber Valley and Lashora Hills was completed in June 1906, and the duplication of the Khyber Road was nearing completion at the end of the year. Work on the railway under construction, from Jamrad to the Kabul river, progressed smoothly and without interruption.

No administrative changes took place in the Kashmir State during the year under review. The seasons were generally favourable, but the public health was not entirely good. Cholera broke out in the Kashmir Valley in November 1906, and up to June 15th, 1907, there were 14,131 cases and 7,819 deaths. Plague again visited the Province of Jammu, and though not so severe as in the neighbouring districts of the Punjab, 4,790 cases occurred and 2,928 deaths were recorded between the 1st of January 1907 and the end of May. Kashmir.

The financial position of State was sound. The revised figures show that the actual expenditure in 1905–06 was £670,000, and the receipts £660,000. The budget estimates for 1906–07 were as follows :—Expenditure, £699,600 ; receipts, £693,000. The actuals for the year 1906–07 have not yet been reported.

The total budget grant for the Public Works Department for 1906–07 was £316,300. Amongst other irrigation works in hand, the works in the Runbir Canal were pushed on, and the portion from the head at Akhnoor to Jammu was practically completed. The work of carrying the canal beneath the Tawi River, in order to reach the irrigable country on the south, was commenced. On the carrying out of this important work the success of the canal largely depends. A survey of the Jhelum Valley was made during the year for the purpose of determining finally on the alignment of the projected Kashmir Railway. Good progress was made with the works in connection with the electric power scheme, referred to in last year's Statement.

The seasons were not altogether favourable to sericulture, but the industry was thriving, and good prices were realised for the silk turned out, which finds a ready market in Europe.

The administration of the Poonch Ilaqua was satisfactory, and the State enjoyed a prosperous year. In Leh, Gilgit, and other dependencies of Kashmir no events of importance occurred during the year under review.

The *personnel* of the Nepal Government remained unchanged during the year under review. Maharaja Sir Chandra Shum Shere Jang, Rana Bahadur, G.C.S.I., continued in office as Prime Minister. His Excellency the Commander-in-Chief in India paid a visit to Nepal in November 1906, and a most cordial welcome was extended to him by the Prime Minister and the Nepal Durbar. Nepal.

The trade returns show some falling off in the volume of trade. The following are the figures :—

——	1905-06.	1906–07.
	£	£
Exports - - -	2,219,000	1,981,000
Imports - - -	1,028,000	923,800

As regards exports, the most important decrease appears in grain and jute. This is attributed to the partial failure of the autumn crops in Terai. The principal imports affected were cotton piece goods, twist and yarn, and salt. The fall in value of the two first-named articles is attributed partly to the fact that prices ruled high during the year, which tended to reduce importation, and partly to depression of trade from the bad harvest. The decrease in the value of the salt imported is partly accounted for by the reduction in the duties charged and the consequent reduction in price.

FRONTIER STATES.

Sikkim and Bhutan.

The seasons in Sikkim were favourable, and the crops were plentiful. The ryot consequently enjoyed a prosperous year, but the market was affected by the scarcity prevailing in Eastern and Southern Bengal, and the price of food grains in Sikkim was high. There were a few cases of small-pox of a mild type, but the public health was generally good. The finances of the State were satisfactory. The reserve fund amounted to £8,600. The gross total revenue during the year was £13,700, and the expenditure amounted to £14,200.

Friendly relations with the Bhutan State were maintained during the year under review. The Political Agent, Sikkim, who made a tour in the State in May and June 1906, was received with every mark of respect and attention. The State was satisfactorily administered by Sir Ugyen Wangchuk, K.C.I.E., the Tongsa Penlop.

Frontier Tribes of Eastern Bengal and Assam.

Information as to the Native State of Manipur is given on p. 187.

The frontier tribes of Eastern Bengal and Assam were generally well-behaved throughout the year, and no serious disturbance of the peace occurred. The blockade instituted against two sections of the Mishmis, owing to the murder in 1905 of three British subjects, was maintained during the year under review. Relations with the Naga Hill tribes were friendly, but several inter-tribal raids occurred during the year. In the Garo Hills there was some unrest in connection with an agitation to recover for the Garos possession of a large tract of country which has for years formed part of a zamindari in the Goalpara District. Two outrages was committed on the southern border of the Lushai Hills District during the year under review. The offenders in both cases were men of Zongling, a village about seven miles south of the southern border of the district. In one case a man named Raiawanga and his wife and son were carried off from a revenue paying village, presumably within the border. The man was strangled on the way. The wife and son subsequently effected their escape. In the second case a boy, eight years old, was seized and carried away from the village of Siata in order to enforce payment of a claim made by the Zongling people against the Siata villagers. The boy having been released, action to obtain redress was postponed until the cold weather. In connection with these incidents the whole question of the arrangements on the southern boundary of the Lushai Hills District may probably have to be considered.

In the Khasi and Janitia Hills there were many disputes during the year between the various Chiefs as to the boundaries of their States. These matters were almost all settled by local enquiry. No incident of political importance occurred. Measures were taken to fix the number of guns held by the different States, and the Chiefs were reminded that ammunition can only legally be obtained from the licensed vendor in Shillong on a permit signed by the Deputy Commissioner.

BURMA.

The Chin Hills.

The most noticeable event of the year under review in the Chin Hills and adjacent frontier tracts was the massacre of twenty-seven Shandus by Kons at the village of Bahe in the unadministered territory north of the Hill District of Arakan. This incident occurred in December 1906. Measures were taken to protect the Northern Arakan Frontier in case the Shandus might attack the Kons and follow them into administered territory. The Shandus were, however, prevailed on not to make reprisals pending the orders of Government; and measures for a settlement of the case were deferred till the cold weather.

Apart from the feeling of unrest caused by these disturbances, the year was uneventful in the Chin Hills, and relations between tribes in the administered and unadministered tracts were satisfactory. Crime in the district was light. Agricultural conditions were for the most part satisfactory. New crops and new methods of cultivation were commending themselves to the people. A Chin Civil Police Force was instituted during the year. A large number of unlicensed guns were withdrawn from the northern tribes.

The Kachin Hills.

In the Kachin Hills District, relations with the trans-frontier tribes under Chinese control continued on the whole to be satisfactory. The comparative immunity from disturbance enjoyed on the Chinese frontier was not shared by that part of the Myitkyina District which borders on unadministered territory. On the eastern section of the northern administrative boundary of

that district several raids of a serious nature were committed during the year by Kachins from across the N'Maikha. The gravest outrage was a preconcerted attack on the temporary military police post at Anche by Kachins from the Sana tract west of the Malikha. The post had been forewarned, and the attack was easily repulsed. The general condition of the people in the administered Kachin area was prosperous, and no difficulty was experienced in collecting the year's tribute. The experiment of enlisting Kachins in the Military Police Force continued to give satisfactory results. Steps were taken to regulate the possession of firearms in the hill tracts in the east of the Myitkyina District. FRONTIER STATES.

Conditions on the external frontier of the Northern Shan States continued normal during the year under review. The annual conference between the local officers and the Chinese authorities of the adjoining prefectures of Yünnan took place in December 1906, and an amicable settlement of many pending cases was arrived at. The internal condition of the five States which form the charge of the Superintendent of the Northern Division was one of undisturbed tranquillity, and the people were prosperous and contented. Economic conditions were on the whole satisfactory. The rainfall was normal and the rice crop was above the average. The cultivation of tea continued to extend in the Western States. Among adverse agricultural occurrences the chief were the continued mortality of cattle from rinderpest and a plague of caterpillars. Both imports into and exports from Burma increased in value. The increase under the former head is attributed to heavier extraction of forest produce. So far as could be judged the financial position of the several States continued to be satisfactory. Northern Shan States.

The external frontier of the Southern Shan States remained undisturbed throughout the year. The construction of permanent boundary pillars on the Chinese frontier proceeded smoothly and rapidly, the work being facilitated by the ready co-operation of the Chinese officials. Cordial relations existed with the French officials beyond the Mekong. No incidents of importance occurred on the Siamese frontier. The internal political affairs of the 38 States which form the charge of the Superintendent of the Southern Division were generally satisfactory and call for but little comment, except in the case of Mawkmai, where a series of incendiary fires has been attributed to the dissatisfaction with financial reforms instituted by Hkun Nè, who was appointed administrator on the death of the young Chief in November 1906 and the succession of his brother who is a minor. The rainfall in the Southern Division was irregular, and agricultural conditions were not favourable. The only crops which were moderately successful were potatoes and cotton. There was no fresh outbreak of cattle disease, but in some districts the outbreak of the previous year had not yet been stamped out. Rules were recommended to the Chiefs with the object of preventing a recrudescence of the disease. Trade was adversely affected by the prevalence of plague in Burma, and the heavy mortality of the previous year among beasts of burden. Nevertheless the volume of trade with Burma is reported to have shown a considerable increase, which is attributed chiefly to larger imports. The year was comparatively free from serious crime, while ordinary crime was dealt with more successfully than in the past. Amongst Public Works, the principal work of the year was the completion by the Sawbwa of Yawnghwe of a navigable canal from Yawnghwe Lake to Mawlihsat, a point on the railway to the Southern Shan States, the construction of which is under consideration. Good progress was made during the year in locating the proposed line, and a final survey has now been commenced. Useful work was done by the Chiefs in most of the States in road-making and communications. Southern Shan States.

The rainfall in Karenni was irregular and unsatisfactory, and the price of food-stuffs was very high. The trade in lac and cutch flourished, and on the whole the condition of the people was prosperous. The State of Kantarawadi sustained a great loss in the death of its Sawbwa Sarolawi. He had administered the State with ability and success for many years. He has been succeeded by his step-son Hkun Nan. Karenni.

NATIVE STATES.

NATIVE STATES.

Hyderabad.

The report on the administration of the Hyderabad State for the year 1906–07 was not available when the present Statement was prepared.

The following information in regard to the affairs of the State during the year 1905–06 was given in last year's Statement:—

"Their Royal Highnesses the Prince and Princess of Wales visited the Hyderabad State during their tour in India.

"No changes of any importance in the personnel of the administration took place during the year under review. The Maharaja Peshkar Sir Kishen Persad Bahadur was Minister throughout the year, and His Highness the Nizam continued personally to supervise the administration of the State.

"The most important measure of administrative reform during the year was the introduction of rules for the superannuation of officials. As in British India, the ordinary age of retirement has been fixed at 55 years, and power has been reserved to certain high authorities to sanction extensions of service up to 60 years, after which no official can be retained in the service of the State without the personal order of the Nizam. In the matter of excise, an agreement with the Administration of the Central Provinces was in contemplation under which it is stipulated that no liquor shops shall be established or maintained within a three-mile zone on either side of the frontier. A similar agreement has existed between the Nizam's Government and the Government of Bombay for some years past. The administration of justice in the State was reported as having been on the whole satisfactory. The District Police force was under the charge of a British officer, and its personnel and efficiency are reported to have been greatly improved. The Thagi and Dakaiti establishment, which was transferred to the control of the Nizam's Government in 1904, worked well during the year under review.

"No public works of great importance were undertaken during the year. The Medak Irrigation Canal was completed, and negotiations were being carried on with the Nizam's Government in the matter of certain irrigation projects of the Madras Government.

"Plague was reported to be declining in the State, and the City of Hyderabad continued to enjoy immunity from the disease.

"Reports of the output of minerals for the year 1906 have not yet been received, but during the previous year, for which figures have now been received, 454,293 tons of coal were produced at the Singareni collieries. In the same year, minerals other than coal, and gems to the value of nearly £50,600, were produced in the State."

Mysore.

The rainfall in the Mysore State during the year under review was 44·44 inches, as against 27·37 in the preceding year. From an agricultural point of view the rains, though somewhat late, were, on the whole, favourable, and greatly relieved the anxiety caused by the deficient rainfall of the two previous years. The public health was not, however, so good as in the preceding year. There was an increase in the number of cases of both cholera and small-pox, and plague was still prevalent. The Representative Assembly held their twenty-third session at Mysore on the 1st October 1906, when 220 out of the 280 delegates were present. The original Land Survey and Settlement operations of the whole State were completed during the year, and the bulk of the work to be done by the Survey Department will, in future, consist of revision survey. Amongst the Legislative Regulations passed during the year under review, the following may be noted:—

Regulation IV. of 1906.—To consolidate and amend the law relating to Mines in Mysore. This Regulation, amongst other things, makes illegal the possession of unwrought gold within the mining area, provides for the weeding out of the mining area of all undesirable characters, and empowers the Sanitary Board to frame bye-laws and to levy taxes and rates in the area under its administration.

Regulation I. of 1907.—To establish a Legislative Council in Mysore. This Regulation is intended to associate with the Mysore Government a certain number of officials and non-officials qualified by practical experience and knowledge of local conditions and requirements, so as to secure the

benefit of criticism from different points of view in the discussion of measures before the Council. The Legislative Council, under the terms of the Regulation, is constituted by the Dewan and two Councillors as *ex-officio* members and not less than 10 or more than 15 additional members to be nominated by Government and to hold office for two years at a time, not less than two-fifths of the additional members being non-officials. The work of the Council is confined to the consideration and passing of measures introduced at its meetings; the enactment of every measure resting with His Highness the Maharaja. NATIVE STATES.

The work of the Police force was satisfactory, and crime was light. The Forest Administration was good and the results were satisfactory. In the matter of mining and prospecting for minerals the year was one of considerable activity. Reference has been made to the gold production of the Mysore gold mines in Chapter X. of the present Statement. The aggregate expenditure incurred in connection with Public Works during the year under review amounted to £314,200, being £22,500 less than in the year 1905–06. The outlay on the Cauvery Power Scheme during the year amounted to £39,000. The total capital invested in the scheme up to the 30th June 1907 was £433,000, and the net revenue realised in 1906–07 was £118,000. During the year under review no new railway construction was undertaken by the State. The length of lines remained the same as in the preceding year, viz., 401 miles metre gauge and 10 miles standard gauge. Special attention continued to be paid to education. The expenditure on education from all sources amounted during the year under review to £96,300. Over 56 per cent. of this sum was provided out of State Funds. The financial condition of the State was satisfactory. The revenue collected during the year amounted to £1,477,400, as against £1,435,800 in the preceding year. The expenditure amounted to £1,348,700, as compared with £1,358,800 in 1905–06. The cash balance at the close of the year was £660,000.

The latest information available as to the administration of the Baroda State is contained in the Report for the year ended 31st July 1906. Baroda.

During the period dealt with, His Highness the Maharaja Gaekwar was absent on a tour in Europe and America, and the affairs of the State were conducted by the Council of Administration.

The rainfall in 1905–06 was below the average of the five preceding years, and was badly distributed. In the Kadi district damage was caused by heavy rains, while in the Amreli district the rains were generally scanty, and failed in the latter part of the season. Famine conditions ensued, and it again became necessary to open relief works. These conditions were confined to the Amreli district. The relief operations were well conducted. Liberal *tacavi* advances and timely suspensions and remissions of land revenue were granted. The arrangements for the supply of fodder were successful in preserving many of the agricultural cattle. There was no loss of life through famine, and the public health throughout the State was generally satisfactory. Expenditure on famine relief, apart from *tacavi* advances, during the year under review, amounted to about £25,000, as against £21,000 in the preceding year. There was a very considerable decrease in plague cases and deaths.

The most important new Acts passed during the year were the Hindu Marriage Act and the Benevolent Societies' Act. The Acts for the Prevention of Infant Marriages and the Religious Endowment Act, referred to in last year's Statement, were in operation and showed good results. The measure for the separation of Judicial and Executive Duties was further developed during the year under review. The decentralisation of the Revenue Department, which was effected in 1904–05, is reported to have been attended by satisfactory results.

During the year under review more waste land was brought under cultivation, and less land was relinquished by cultivators. The land-revenue demands and collections were greater than in the preceding year. The following are the figures:—Demand and Collection in 1905–06 were respectively £569,000 and £259,000, as against £199,000 and £337,000 in the year 1904–05.

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Satisfactory progress was made in land settlement and revision of settlement operations in the various Talukas of the State. The reforms instituted in the system of State Customs Duties, in 1904–05, were virtually completed in the year under review. Under the revised rules a double system of taxation has been generally avoided, and a large number of articles have been exempted from duty altogether. A marked advance in Industries has been made within recent years, but Baroda is reported to be still somewhat backward as compared with the great industrial towns of Western India. There were 59 ginning factories and 5 cotton presses in different parts of the State during the year under report. These figures show an increase of 10 factories and one cotton press over the figures of the preceding year.

The Expenditure on Public Works during the year under review amounted to about £126,000. The State Railways covered 250 miles, open for traffic, while 40 miles were under construction. The total capital expended on railways was £566,000, and net profit in the year 1905 was over 7 per cent.

The financial condition of the State was generally satisfactory. The receipts for the year ending 31st July 1906 amounted to £1,175,000, and the disbursements to £1,047,000—as against £758,700 and £972,400 respectively in the preceding year.

Satisfactory progress in all branches of Education is reported during the year. The total expenditure under this head during the year under review amounted to £40,000. The most important reform was the extension of free and compulsory education to the whole State. The system had been in force in one Taluka of the Amreli District since 1893 with satisfactory results. The rule adopted is that all boys between the ages of 7 and 12, and all girls between 7 and 10, should attend schools under penalty for non-attendance. The special grant for the purpose has been increased to £33,000 per annum.

Some useful reforms in Police administration were initiated during the year. The work of the Force was generally satisfactory, and crime was normal.

Rajputana.

The following information as to the Native States of Rajputana is for the year 1905–06. The report for the year 1906–07 had not been received when the present Statement was prepared.

Scarcity existed in most parts of Rajputana during the year owing to deficient rainfall. In Bikaner, Jhalawar and Jaisalmer, the failure of the monsoon was partial and there was no marked distress; but famine conditions prevailed in Jodhpur, Udaipur, Tonk, Kishangar, Jaipur, Alwar, Bharatpur, Karauli, and Dholpur. Prompt action to meet distress was taken by the Durbars of these States. Relief works were organised; revenue demands were suspended; and loans and advances were made to cultivators. The public health during the year was satisfactory on the whole, but plague was prevalent in Alwar and Tonk, and in a less degree in other States. The number of deaths from the disease recorded in Alwar during the year was 4,715, and in Tonk 600. In the latter State epidemics of cholera and small-pox are also recorded. In spite of the adverse conditions caused by drought, and consequent losses of revenue sustained by many States, some progress was made with administrative measures, especially in matters connected with Public Works and Irrigation. The total outlay on Public Works in the Native States for a period of 18 months, ended 30th September 1906, amounted to £440,000. The expenditure for the 12 months, ended 31st March 1905, as shown in last year's Statement, was £228,900. Investigations in connection with the Rajputana Protective Irrigation Works were continued during the year under review by the Superintending Engineer, and schemes for 72 projects were worked out and forwarded to the Durbars concerned. The result of the investigations carried out during the $3\frac{1}{2}$ years ended April 1906 is briefly as follows:—

(i) Every State in Rajputana, with the exception of Karauli and Jaisalmer, was visited by Colonel Sir Swinton Jacob, the Consulting Engineer, and by the Superintending Engineer, Protective Irrigation Works.

(ii) Reports on irrigation in each State have been prepared and printed.

(iii) In the seven States which have engineers of their own and a recognised Public Works Department, the Consulting Engineer has recorded his opinion on all the projects on which his advice was requested.

(iv) In the remaining eleven States without engineers or recognised Public Works Departments of their own, and for the Istimrari area of the Ajmer district, 100 projects in all were approved by the Consulting Engineer. NATIVE STATES.

The total expenditure incurred by the Government of India on the investigation up to the year 1906–07 amounted to about £17,000. It may be noted that when the rains failed in 1905 seven irrigation projects, the estimated cost of which was £32,700, were put in hand by the Shahpura, Bundi, Tonk, and Karauli States, the intention being to complete them before the rains of 1907.

The total Imperial outlay on Public Works for the year ended 31st March 1906, excluding Irrigation and Famine Works in British territory, amounted to £26,000 as against £10,000 in the preceding year. As regards State Railways, the following was the position at the close of the year 1906–07 :—

(1) The Jaipur–Sawai–Madhopur Railway, under construction by the Jaipur Durbar : 32·18 miles open, and 40·66 miles under construction.

(2) Dholpur–Bari Railway, under construction by the Dholpur Durbar : 19·25 miles under construction.

The following administrative changes took place during the year under review :—The Chief of Kishangarh, His Highness Maharaja Madan Singh, was invested with ruling powers on the 11th December 1905, and in April 1906 a reorganisation of the State Council, giving greater power and responsibility to individual members, was introduced. In the Tonk State, the arrangement under which the Political Agent had exercised a certain measure of control in all the Departments of the State was modified at the close of the year. The Chiefs of Bharatpur and Jaisalmer being minors, the States continued under management. The former is administered by a Council of Regency, under the control of the Political Agent, and the latter by the Diwan under the general supervision of the Resident, Western Rajputana States.

Information as to the Central India Agency for the year 1906–07 was not available when the present Statement was prepared. The following are the facts and figures for the year 1905–06 : — CENTRAL INDIA AGENCY.

Their Royal Highnesses the Prince and Princess of Wales paid a visit to Indore in November 1905. On the 16th of that month His Royal Highness held a public Durbar, which was attended by a large number of chiefs and notables.

In the southern and south-eastern portions of Central India, the rainfall during the year under review was good and well distributed, but in the greater part of Malwa it was much below the average, while in North Gwalior and Bundelkhand there was a serious shortage, which was also the case, though in a less marked degree, in the Baghelkhand Agency. Scarcity which deepened into famine began to make itself felt in September 1905. Relief works were instituted in the Gwalior State, the Bundelkhand Agency, and the Alampur Pargana of Indore. The total number of units relieved in these districts during the year under review was 9,213,781. At the close of the year—31st March 1906—there were still 103,595 persons in receipt of relief. The history of the famine belongs more properly to the year 1906–07, but it may be noted that the States faced the situation with courage, and that the arrangements made were on the whole excellent and successful. It is believed that there was practically no loss of human life attributable to starvation, but the loss of cattle was very severe.

Apart from an epidemic of small-pox, the year was on the whole healthy. There was a marked decrease of plague in the earlier part of the year, but hopes which were entertained of the disappearance of the disease were disappointed by a recrudescence in 1906–07.

The report on the working of the Agency Police was generally satisfactory and a further decrease of crime is noted. The report on the working of the Thagi and Dakaiti Department of the year 1905 shows that 98 cases of dakaiti occurred in Central India during that year, as against 108 cases in 1904. There was, however, an increase in the value of the property plundered, while the number of persons killed and wounded was reported to have been 7 and 69, as against 4 and 50 in 1904.

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Four cases of poisoning occurred during the year 1905. Of these, three occurred within the Indore State, while the remaining one took place in the Dhar State.

The total outlay on Imperial Public Works amounted to £44,000 as against £31,600 for the preceding year. Of this amount, £9,800 was spent on "Communications," £7,500 on "Establishments," £9,000 on "Civil Buildings," £1,000 on "Military Works," and £1,800 on "Protective Irrigation Works." As regards "Communications," the position at the end of the year 1905–06 was as follows:—

Metalled roads—	Miles.
Maintained by the Imperial Public Works Department -	785
Maintained by Native States - - - - -	1,866

At the close of the year 1906–07, 183·53 miles of the Gwalior Light Railway were open to traffic, and 66·39 miles were under construction by the State.

The survey for the Narbada Valley Railway, to connect Barwaha on the Rajputana-Malwa line with Bodeli on the Gaekwar's State Railway, was commenced in March 1906. Investigations as to protective irrigation works were carried out by the consulting engineer, who personally visited many of the Native States during the year under review. The Imperial outlay under this head amounted to £1,333.

Some progress was made in educational matters. The States of Central India now possess over 900 educational institutions, which include four colleges teaching up to the University B.A. standard, and 25 High Schools teaching up to the entrance standard. The Gwalior and Indore States have efficient and well-organised Educational Departments. States in the other Agencies are more backward, and much remains to be done there in regard to arrangements for the inspection of schools and for the supply of a qualified teaching staff. The foundation stone of the new buildings of the Daly College at Indore was laid on the 4th November 1905. The interest displayed in the movement was active and widespread, and the money subscribed in Central India amounts to a total of over £74,000.

The administration of the Indore State under the Council of Regency continued to be satisfactory. The finances of State were in good order, and there was a closing balance of £1,534,000; the expenditure on extraordinary Public Works amounted to about £68,000.

Bengal.

The seasons in the Cooch Behar State during 1906–07 were not entirely favourable to agriculture. A heavy flood, which disorganised traffic and did much damage to the early rice, occurred in August 1906, while the late rice suffered owing to drought. The jute crop was good, however, and the general condition of the people was prosperous. Some further progress was made in the cultivation of tobacco, but the industry was still in an experimental stage. The public health was normal. Malaria was less prevalent than in the preceding year, but the number of cases of cholera increased. The administration of criminal justice continued to be satisfactory. There was very little heinous crime, and only one case of murder was reported during the year. The financial condition of the State was satisfactory. The total revenue amounted to £165,000 and the expenditure to £161,000, as against £161,000 and £155,000 respectively in the preceding year. There was a closing balance of about £76,000. The outlay on Public Works amounted to £12,500 as compared with an outlay of £8,000 in 1905–06. The gross earnings of the State Railway amounted to £11,000 as against £10,000 in the preceding year. The progress of education continued to be satisfactory. The Victoria College building was completed during the year.

In the Native States in the Chota Nagpur Division and the tributary Mahals of Orissa the seasons were favourable to agriculture. In many of the States the crops were excellent; the only marked exception being the Narsingpur State, where the rainfall was neither timely nor well distributed and the harvests were poor. A brisk export trade in food grains was carried on, and there was a rise in prices, whereby the cultivators were benefited, while the labouring classes who are usually paid in kind were not adversely

affected. The public health was generally good. The benefits of vaccination were more widely appreciated by the people; and the State dispensaries continued to increase in popularity. The Chiefs continued to take considerable interest in the agricultural, industrial, and educational development of their States, and were beginning to realise the great economic importance of proper management of their forests. The increased interest taken by them in this matter was shown in a general strengthening of forest establishments and in a stricter enforcement of forest rules. Native States.

The following administrative changes took place during the year under review:—Owing to the death of the Chiefs of Rehrakhol and Hindol, and the abdication of the Chief of Keunjhar, the administration of these three Orissa States was undertaken by Government. The other States under Government management at the close of the year were Baramba, Bonai, Kalahandi, Nayagarh, Narsingpur, Nilgiri, Pal Lahera, and Kharsawan.

The financial position of the States under Government management was considerably strengthened. The same remark applies to the States under the administration of their chiefs, with the exception of four small Orissa States, viz.:—Athgarh, Ranpur, Daspalla, and Khondpara. The expenditure on public works in the several States was adequate, and many improvements were effected in roads, buildings, &c.

There was a slight increase in cognisable crime. The behaviour of the Police forces employed in the States was generally satisfactory. Administrative reforms were being introduced in some States, and the Police forces in other States were being reorganised. The reorganisation of the Police in the Kalahandi State was effected, and the results were satisfactory. The progress made in the matter of education was satisfactory. There was an increase in the number of schools and of scholars.

Eastern Bengal and Assam.

During the year under review arrangements were made for entrusting the administration of the Manipur State to His Highness Raja Chura Chand Singh, who had attained his majority. The change was effected on the 15th May 1907, when the Superintendent formally made over the charge to His Highness and a Durbar. The State was in a sound financial position. The revenue amounted to about £38,000 and the expenditure to £36,000, and there was a closing balance of £17,700. From an agricultural point of view the year was not a prosperous one. The price of rice rose, and it was found necessary to place some restriction on its exportation. The hill tribes caused no trouble during the year. Measures for their disarmament were proceeded with. A reduction of the strength of the Military police from 330 of all ranks to 180 was effected during the year.

In Hill Tippera unseasonable rain injured the cotton crop in the uplands and the early rice crop in the plains. The price of food-stuffs rose and occasioned some distress among the hill people. Test relief works were opened, but they attracted very few of the people. The public health was, on the whole, good, and the number of immigrants exceeded the number of emigrants. The State dispensaries and the Victoria Memorial Hospital, Agartala, were reported to have done good work and to be growing in popularity.

Information as to the frontier tribes of Assam will be found on p. 180.

United Provinces of Agra and Oudh.

The harvests in the Rampur State were good, and the year from an agricultural point of view was a prosperous one. The prices of food grains were however high, and plague was again prevalent in the State. Remedial measures were adopted, and a special hospital was opened. Sanitation and lighting were improved, and vaccination operations made some progress. The financial position of the State was satisfactory. There was a closing balance of about £16,000. Collections of land revenue were satisfactory, and outstanding arrears were somewhat reduced by timely remissions. His Highness the Nawab made a donation of £4,444 towards the Medical College at Lucknow.

The Tehri State enjoyed a prosperous year, which was not marked by any event of political importance. The finances of the State were in a satisfactory condition, and a surplus of nearly £106,000 is shown. Some progress was

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made in matters of sanitation, education, and public works. The valuable forests in the State, many of which are managed by the Imperial Forest Department, yielded a much larger income than in past years.

Punjab.

The arrangements for the purposes of supervision of the Native States in the Punjab remained as in 1905–06, the States being grouped as follows :—

(i) Patiala, Jind, Nabha, and Bahawalpur, in the charge of the Political Agent for Phulkian States and Bahawalpur ;

(ii) Kapurthala, Mandi, Maler Kotlah, Faridkot, and Suket, in the political charge of the Commissioner of Jullundur ;

(iii) Simur, Kalsia, Pataudi, Loharu, and Dujana, in the political charge of the Commissioner of Delhi ;

(iv) Chamba in the political charge of the Commissioner of Lahore ; and

(v) Bilaspur, Bashahr, Nalagarh, Keonthal, and numerous other small States in the Simla Hills, in the charge of the Superintendent of Hill States, Simla.

In the Phulkian States and Bahawalpur the seasons were favourable, and good harvests were secured. The year was uneventful except for the death of the Nawab of Bahawalpur, which occurred on the 7th February 1907, as recorded in last year's Statement. The Nawab's infant son was recognised as his successor, and arrangements were made for the administration of the State by a Council of Regency of Native officials, under the direct supervision of the Political Agent. The finances of the State were in good order, and there was a balance of £190,700.

In the Patiala State there was no change during the year under review in the Council of Regency appointed to conduct the administration of the State during the minority of the Chief. The finances of the State were in a very satisfactory condition. The returns for the year show a credit balance of £305,000. The expenditure on public works amounted to about £86,000. The year was an unhealthy one in the Patiala State owing to a prevalence of malarial fever and plague. The States of Jind and Nabha enjoyed a fairly prosperous year, but plague was prevalent in the latter State.

The administration of the States in the Jullundur Division proceeded smoothly. The Raja of Kapurthala was absent in Europe for five months of the year under review. During his absence the State was managed by the Administrative Council. In the Mandi State excessive rain did considerable damage to roads and buildings ; and a destructive fire occurred in the town of Mandi. The shops burnt down have been rebuilt by the State, and opportunity has been taken to effect various improvements in the streets. The public health was generally good.

The administration of the Sirmur State continued to be efficiently conducted by the Raja, who was invested during the year with enlarged powers as a ruler. The harvests in the Maler Kotla State were good, and apart from the plague the public health was satisfactory. The finances of the State were well managed.

The administration of the Faridkot State was satisfactorily conducted by the State Council. The Raja, who is a minor, entered the Aitchison College as a pupil in November 1906. The finances of the State were in good order. Considerable progress was made with public works. The health of the people was good, except for the plague which broke out again in the State in January 1907.

In the Delhi Division plague was prevalent during the year in all the States except Laharu. Full ruling powers were conferred on the Sardar of Kalsia State in February 1906. His conduct of affairs was satisfactory. Owing to the unstable condition of the finances of the Loharu State, an officer of the Punjab Commission was deputed with Nawab's concurrence to investigate them. Measures were being taken to effect the necessary reforms.

In the Chamba State, which, as before mentioned, is in the political charge of the Commissioners of Lahore, the year was on the whole a

prosperous one. The financial condition of the State was sound. Considerable attention was paid to public works. The health of the people was not good owing to prevalence of fever. NATIVE STATES.

In the Simla Hill States the year was an uneventful one. The measures taken to restore order in the Dodra Kawan tract of the Bashahr State, referred to in last year's Statement, were attended by success and no further trouble arose.

There was no change during the year under review in the form of administration of any of the 15 Feudatory States of the Central Provinces. Nine States were under the rule of their own Chiefs; and six, viz., Bastar, Sarangarh, Kawardha, Chhuikadan, Nandgaon, and Udaipur, the chiefs being minors, remained under the management of Superintendents appointed by Government. The five States—Sirguja, Udaipur, Jashpur, Korea, and Changbhakhar, taken over from the Bengal Government in October 1905—are reported to have cheerfully fallen into line with the other Feudatories. There was a general and steady improvement in the material prosperity of all the States. The crops were good, and favourable rains ensured adequate employment for agricultural labourers, whilst trade was generally brisk. The year was on the whole a healthy one, though the death-rate was somewhat higher than that of the preceding year. Slight outbreaks of cholera occurred in Khairagarh and in Chhuikadan, and there was also an epidemic of plague in Nandgaon, which was, however, quickly stamped out. The financial condition of the States was satisfactory. Government securities to the value of £36,000 was held by the Chiefs, as compared with £23,000 in the preceding year. Steps were taken to introduce a regular system of land settlement. Crime continued to be very light, and on the whole justice, both civil and criminal, was administered with reasonable promptitude. Excise revenue increased by about 30 per cent. The increase was distributed over all the States, and was accompanied by a satisfactory reduction in the number of liquor shops. Education continued to make steady progress in the States, and several new schools were started. The Rajkumar College made satisfactory progress during the year. The total expenditure of all States on Public Works was about £15,000. Central Provinces.

There was a great improvement in the agricultural condition of the Native States under the political supervision of the Government of Bombay during the year 1906–07. The improvement was general and was not confined as in the preceding year to Kathiawar and Gujarat, but was shared by the States in the southern part of the Presidency. While, therefore, the Northern States enjoyed another good year, the Southern States, which, as shown in last year's Statement, had been fighting against the adversities of famine and scarcity, were afforded welcome relief. Janjira was the only State where the climatic conditions were unfavourable and the harvests were poor. Bombay.

In nearly all the States returning prosperity was accompanied by a decrease of crime. Revenue was collected without difficulty, and the chiefs and administrators, being freed from the necessity for heavy expenditure upon famine administration, were for the most part able to devote money to works of utility, and an increased expenditure on public works, education, and medical relief is recorded.

There was a rise in the general death rate, but no great reliance can at present be placed on the returns furnished by the States. Though there was a general decrease in the number of deaths from plague, the disease was severe in Mahi Kantha, and an outbreak of cholera in the Southern Maratha States caused nearly 1,000 deaths.

There was a general rise in the number of schools accompanied by a general fall in the number of scholars. The decrease in attendance is accounted for by the agricultural prosperity, which created a demand for the employment of children in the fields.

His Highness Jam Shri Jasvatsinghji of Navanagar died on the 14th August 1906. He was succeeded on the *gadi* by His Highness Jam Shri Ranjitsinghji Vibhaji, who was installed by the Agent to the Governor on the 11th March 1907. This is the only administrative change of importance which occurred in the States during the year under review.

NATIVE STATES.

The Khairpur State (Sind) suffered a severe loss in the death of the Vigir, Sardar Muhammad Yakab Khan, C.I.E.

There was an increase in the total value of the sea-borne trade of Cutch and Kathiawar. The following are the figures :—

	Value of Exports.		Value of Imports.	
	1905–06.	1906–07.	1905–06.	1906–07.
	£	£	£	£
Kathiawar - - -	861,000	1,567,000	1,559,000	1,436,000
Cutch - - -	80,000	104,000	588,000	607,000

Madras.

The State year in the Travancore State closes on the 15th August. The following facts and figures as to the State are for the year ending the 15th August 1906 :—

The seasons during the period under review were generally unfavourable to agriculturists and prices ruled high. The total revenue of the State, excluding deposits, &c., amounted to £633,000 and the expenditure to £694,000, the result being a deficit of £61,000. The year closed with a balance of about £449,000. There was a loss of revenue in salt of £53,000, which is accounted for by reduction of taxation.

The total value of the external trade was £3,017,000 as compared with £1,528,000 in the preceding year. The exports contributed 63 per cent. of the total; but the imports also increased by 11 per cent., as compared with the preceding year. The outlay on Public Works under all heads amounted to £143,000, of which sum £30,000 was devoted to the Kodayar irrigation project, the main dam of which was completed on the 15th June 1906 after 9½ years' work. In the matter of education steady progress was maintained during the year. The public health was good, and crime was light.

As in Travancore, the State year in Cochin closes on the 15th August. The following facts and figures as to Cochin are for the year ending 15th August 1906.

Climate conditions in the summer were favourable to agriculture, but there was a failure of the winter rains. Prices rose and remained high throughout the year. The year was on the whole a healthy one, and there was a decrease in the number of small-pox cases. The total receipts and disbursements under service heads amounted to £222,500 and £226,000 respectively, as against £222,000 and £221,000 in the preceding year. The revenue collections realised 98·5 per cent. of the demand, and coercive processes and sales were rarely resorted to. Nearly £133,000 of old arrears were written off. Revenue from salt declined owing to the reduction of duty, but consumption increased. The Forest Department was reorganised, and good progress was made with measures for the development of the State forests. Further progress was made with the forest tramway, mentioned in last year's Statement, and at the close of the year under review 26½ miles were open for traffic. The total expenditure on Public Works amounted to about £20,000.

The report from the Puddakottai State is for the year ending the 30th June 1907. His Highness the Raja visited Europe for reasons of health, and was absent from his State throughout the year. The rainfall during the period under review was ample and well distributed. The harvests were good. The condition of the people who had suffered from two successive years of scarcity was much improved, but large arrears of land revenue were still outstanding. The public health was not good, and 309 deaths from cholera and 327 deaths from small-pox are recorded. The receipts for the year were £111,600 and the expenditure £81,600, leaving a surplus of £30,000 and a closing balance of £84,800 as against an opening balance of £54,800. The working of the Police was not wholly satisfactory, and a scheme of reorganisation was under consideration. Educational matters continued to receive attention, and a scheme for promoting elementary instruction was sanctioned during the year.

NATIVE STATES.

The Banganapalle State remained under the administration of the Assistant Political Agent during the year under review. The Nawab, who succeeded his father in 1905 and who has not yet received full powers, took a prominent part in the judicial and administrative work. The early crops were above the average, but the later crops suffered owing to a shortage of rainfall. Prices of food grains rose, and the rise was accompanied by an increase in the rate of wages. The revenue collections were good, and coercive measures were seldom resorted to. Small-pox was prevalent during the year, and there was an increase in the general death rate. Crime was light. The Police force was reorganised during the year, and satisfactory progress was made with the work of reorganising other branches of the administration.

The Sandur State continued to be administered by the Divan under the control of the Political Agent, owing to the minority of the Chief. The rainfall during the year was insufficient and the crops were poor. There was no actual scarcity in the State itself, and prices rose owing to scarcity in the adjoining British districts. The principal feature of interest was an increase of the mining revenue. The chief mineral product of the State is manganese, which is now being worked by a Calcutta firm.

CHAPTER XVII.

MILITARY AND MARINE SERVICES.

ARMY.

ARMY.

The sanctioned establishment for 1906–07 was as follows :—

British Troops	74,516
Miscellaneous Officers	1,137
Native Troops (including European Officers)	160,686
Total	236,339
Corresponding Total for 1905–1906	232,269

The actual strength and distribution of the Army in India on the 1st April 1907 were as follows :—

—	Number of Officers and Men.
NORTHERN COMMAND.	
British.	
Cavalry (3 regiments)	1,920
Artillery (24 batteries and companies, with ammunition columns)	3,882
Engineers	8
Infantry (14 battalions)	14,514
	20,324
Native.	
Cavalry (16 regiments)	9,974
Artillery (9 batteries, with ammunition columns and Native drivers of British batteries)	4,548
Sappers and Miners (5 companies)	826
Infantry (44 battalions)	40,583
	55,931
	76,255
WESTERN COMMAND.	
British.	
Cavalry (1 regiment)	630
Artillery (34 batteries and companies, with ammunition columns)	5,634
Engineers	96
Infantry (14 battalions)	14,344
	20,704
Native.	
Cavalry ($12\frac{5}{8}$ regiments)	7,837
Artillery (with ammunition columns and Native drivers of British batteries)	1,263
Sappers and Miners (10 companies)	1,622
Infantry (44 battalions)	35,672
	46,394
	67,098
EASTERN COMMAND.	
British.	
Cavalry (3 regiments)	2,029
Artillery (21 batteries and companies, with ammunition columns)	3,561
Engineers	48
Infantry (15 battalions)	15,290
	20,928

—	Number of Officers and Men.
EASTERN COMMAND—*cont.*	
Native.	
Cavalry (8 regiments)	5,070
Artillery (with ammunition columns and Native drivers of British batteries)	300
Sappers and Miners (6 companies)	1,122
Infantry (26 battalions)	23,684
	30,176
	51,104
SECUNDERABAD DIVISION.	
British.	
Cavalry (2 regiments)	1,304
Artillery (11 batteries and companies with ammunition columns)	2,004
Engineers	33
Infantry (5 battalions)	5,172
	8,513
Native.	
Cavalry (3 regiments)	1,907
Artillery (with ammunition columns and Native drivers of British batteries)	171
Sappers and Miners (7 companies)	1,178
Infantry (13 battalions)	9,526
	12,782
	21,295
BURMA DIVISION.	
British.	
Artillery (2 companies)	341
Infantry (4 battalions)	4,235
	4,576
Native.	
Artillery (2 batteries)	657
Sappers and Miners (2 companies)	220
Infantry (7 battalions)	5,895
	6,772
	11,348

—	Number of Officers and Men.
CORPS NOT UNDER THE ORDERS OF THE COMMANDER-IN-CHIEF IN INDIA.	
Native.	
Bodyguards (Governor-General's and Governors')	271
Resident's escort, Nepal	89
	360
GRAND TOTAL.	
British.	
Cavalry (9 regiments)	5,883
Artillery (92 batteries and companies, and British details of ammunition columns)	15,422
Engineers	185
Infantry (52 battalions)	53,555
	75,045

—	Number of Officers and Men.
GRAND TOTAL—*cont.*	
Native.	
Cavalry (39⅝ regiments)	25,059
Artillery (11 batteries, and Native details of ammunition columns, and Native drivers of British batteries)	6,939
Sappers and Miners (30 companies)	4,968
Infantry (134 battalions)	115,449
	152,415
	227,460
Officers on the Staff	974
	228,434

In January 1907 the number of battalions of Native Infantry which are regularly employed in the Colonies and are not reckoned as part of the Indian Establishment, was reduced from five to four by the return of a battalion from Mauritius. Two battalions from the Indian Establishment, however, were still absent on service in China throughout the year.

The total of the Native Army Reserve in India on 1st April 1907 was 32,944.

The net expenditure on the Army (exclusive of Special Defence Works) in 1906-07 was as follows :—

	£
Effective charges	15,462,027
Non-effective charges	2,978,249
Total	18,440,276

The corresponding figures for 1905-06 were :—

	£
Effective charges	15,137,287
Non-effective charges	2,940,147
Total	18,077,434

The number of Volunteers in the whole of India on 1st April 1907 was as under :—

—	Enrolled Strength.	Efficient.
Northern Command	2,322	2,195
Western Command	7,072	6,344
Eastern Command	13,623	12,734
Secunderabad Division	7,792	7,601
Burma Division	2,797	2,682
	33,606	31,556

ARMY. On the 1st April 1906 the number of enrolled Volunteers was 32,156, of whom 31,556 were efficient. The number of Volunteers enrolled in the Reserve at the end of 1906–07 was 1,747.

The following changes in organisation, &c., came into effect during 1906–07 :—

With a view to rendering service in the native ranks more attractive, the kit-money on enlistment was raised and an annual boot allowance was introduced; it was decided that free grass was to be given to silladar cavalry when on the march or at manœuvres; and free passages (within certain limits) were sanctioned for men called home on urgent private affairs.

The number of British officers of a native regiment permitted to be absent on combined leave out of India at the same time was raised from four to five. A new rate of pension (£432 a year for 26 years' service) was instituted for officers of the Indian Army.

The military branch of the Indian Medical Service was entirely delocalised; and for the allocation of officers to areas of service on appointment to the civil branch, a system was instituted analogous to that in force in the Indian Civil Service. There was also a reorganisation of the headquarters office of the Director-General of Military Works.

Steady progress was made in carrying out the schemes of the Commander-in-Chief for the reorganisation and redistribution of the Army in India.

MILITARY WORKS.

MILITARY WORKS. The expenditure on military works in 1906–07 amounted to £1,076,516. There was also an expenditure of £133,358 on Special Defence Works.

MARINE.

MARINE. The net expenditure on marine services amounted to £482,324 in 1906–07, as against £392,733 in 1905–06. In this amount are included the cost of the Royal Indian Marine, the contribution towards the expenses of His Majesty's ships employed in the Indian seas, and charges for pilot establishments and vessels, coast lights, and other smaller items.

On the 1st April 1907 the Royal Indian Marine consisted of eleven sea-going vessels, six inland and harbour vessels, a submarine mining flotilla, and a number of small steamers, launches, &c. There was an establishment of 102 executive officers, 72 engineer officers, and 66 warrant officers (including 12 assistant surgeons of the Indian Subordinate Medical Department); and the Native crews of the vessels (seamen, artificers, and others) numbered in all 1,890.

APPENDIX A.

TABLE showing the NET REVENUE and EXPENDITURE in the several PROVINCES of INDIA and in ENGLAND.

	Bengal.		United Provinces.		Punjab.		Burma.		Central Provinces, including Berar.		Eastern Bengal and Assam.	
	1905–06.	1906–07.	1905–06.	1906–07.	1905–06.	1906–07.	1905–06.	1906–07.	1905–06.	1906–07.	1905–06.	1906–07.
REVENUE.	£	£	£	£	£	£	£	£	£	£	£	£
Land revenue	2,196,357	1,915,452	3,904,658	4,089,274	1,471,201	1,651,744	2,544,409	2,561,769	1,131,154	1,134,361	997,773	1,281,977
Forest	74,491	70,961	160,941	166,594	118,705	107,007	687,855	652,345	162,994	159,417	73,686	87,890
Tributes	*–517*	*–853*	*–1,672*	*–1,672*	16,355	14,434	29,551	29,751	*–152,800*	*–148,656*	1,671	923
Opium	2,869,259	3,038,867	38,268	40,274	4,900	5,554	40,554	38,478	20,519	31,336	35,787	42,977
Salt	1,076,486	1,062,170	—	—	—	—	114,975	114,524	—	—	60,110	130,092
Stamps	1,213,311	970,783	589,937	607,703	257,098	265,818	244,891	260,346	168,957	162,449	312,429	601,744
Excise	1,121,044	1,071,378	663,363	611,346	237,214	265,475	552,093	509,768	477,937	553,681	307,733	424,422
Provincial rates	602,078	473,235	634,597	458,070	285,910	179,748	121,237	126,693	116,347	82,422	158,380	259,849
Customs	1,346,565	1,251,265	7,761	8,145	*–1,170*	*–907*	850,782	812,406	11,201	10,824	1,848	4,426
Assessed taxes	337,778	326,846	139,786	142,969	85,326	91,890	104,108	105,187	37,420	39,791	39,074	68,784
Registration	96,474	81,539	33,911	33,204	17,245	18,158	13,493	14,194	15,397	13,996	25,916	55,275
Post office	*–18,691*	—	*–12,635*	—	*–300*	—	*–21,561*	—	*–5,207*	—	*–5,918*	—
Telegraph	—	—	—	—	—	—	—	—	—	—	—	—
Railways	*–1*	—	*–6,631*	*–5,734*	—	—	*–1,309*	10	—	—	839	*–778*
Irrigation	*–180,072*	*–169,846*	114,460	365,372	701,507	928,423	*–74,216*	*–60,297*	*–24,221*	*–22,496*	275	*–3,196*
Other heads	—	—	—	—	—	—	—	—	—	—	—	—
Total	10,734,562	10,091,797	6,266,744	6,515,545	3,193,991	3,527,344	5,206,862	5,165,174	1,959,698	2,017,125	2,009,603	2,954,385
EXPENDITURE.	£	£	£	£	£	£	£	£	£	£	£	£
Interest	*–95,276*	*–91,237*	43,749	43,319	*–6,879*	*–7,392*	*–1,505*	*–1,150*	*–1,848*	*–1,736*	*–752*	*–281*
Collection of revenue	665,876	588,787	693,932	688,489	412,113	413,327	787,563	789,761	346,521	343,103	213,742	363,495
General administration	171,323	155,353	135,273	138,000	100,405	96,205	105,104	103,781	62,216	65,504	54,231	87,050
Law and justice	634,289	552,822	424,710	449,112	278,088	290,064	258,273	282,413	121,587	14,3883	141,816	296,721
Police	419,656	430,476	596,070	649,080	241,355	268,198	658,487	690,236	154,846	174,247	135,424	233,431
Ports and Pilotage	*–15,443*	*–24,350*	—	—	—	—	27,177	33,752	—	—	5,511	10,057
Education	280,255	291,788	208,286	243,073	152,454	158,914	108,492	122,257	94,613	102,651	85,287	134,394
Ecclesiastical	14,799	14,106	16,656	17,576	14,300	16,043	8,454	8,792	4,971	5,160	1,246	1,836
Medical	148,774	152,659	97,939	105,550	98,331	105,891	93,072	133,492	46,244	48,223	45,797	70,060
Political	6,382	3,088	8,020	11,893	44,056	42,765	27,828	30,045	2,871	2,717	5,376	5,308
Scientific and minor	51,095	51,729	29,438	38,369	24,984	35,084	20,446	21,187	18,553	17,047	4,983	13,483
Miscellaneous civil charges	265,885	263,757	231,163	250,198	129,724	127,487	77,141	76,499	48,590	42,367	17,848	46,240
Civil works	836,743	849,498	582,428	584,565	427,523	411,148	847,595	790,381	320,087	367,080	354,104	463,270
Army	—	—	—	—	—	—	—	—	—	—	—	—
Marine	—	—	—	—	—	—	—	—	—	—	—	—
Military works	4,924	4,111	5,837	3,882	9,432	25,109	64,475	87,080	650	381	3,708	4,250
Other heads	10,125	*–61,038*	*1,530*	357,102	*–150,910*	*–13,218*	*–169,581*	141,800	292,578	196,365	240,284	*–17,543*
Total	3,399,407	3,181,549	3,071,971	3,580,208	1,774,976	1,969,625	2,913,021	3,310,326	1,512,479	1,506,992	1,308,605	1,711,771

TABLE showing the NET REVENUE and EXPENDITURE in the several PROVINCES of INDIA and in ENGLAND—*continued.*

—	Madras.		Bombay.		North-West Frontier Province.		India, General.		England.	
	1905-06.	1906-07.	1905-06.	1906-07.	1905-06.	1906-07.	1905-06.	1906-07.	1905-06.	1906-07.
REVENUE.	£	£	£	£	£	£	£	£	£	£
Land revenue	3,479,152	3,609,585	2,194,994	2,618,233	123,664	143,360	86,210	98,883	—	—
Forest	196,732	218,547	231,621	227,440	8,569	12,178	58,270	58,939	1,260	2,310
Tributes	298,649	299,214	101,912	91,510	*—9*	*—5*	103,727	116,986	—	—
Opium	—	—	565,565	548,068	583	617	*—730*	*—720*	*—1,761*	*—1,677*
Salt	1,016,524	919,217	1,060,746	1,102,273	—	—	781,098	766,895	—	—
Stamps	617,454	653,272	422,082	410,921	26,983	27,728	23,184	24,941	—	—
Excise	1,273,394	1,366,780	903,457	947,198	14,080	14,985	81,083	80,766	—	—
Provincial rates	637,161	463,292	208,894	213,218	21,681	14,775	5,971	4,110	—	—
Customs	300,507	350,267	1,739,820	1,795,183	*—10*	*—23*	1,065	914	—	—
Assessed taxes	174,652	184,572	256,801	312,043	7,750	8,308	131,982	135,939	—	—
Registration	111,085	115,995	44,605	43,438	1,763	1,866	1,246	1,227	—	—
Post office	—	—	—	—	*—1,809*	—	262,997	210,899	*—121,334*	*—62,686*
Telegraph	—	—	—	—	—	—	143,738	134,535	*—310,433*	*—307,736*
Railways	8,140	5,866	—	—	—	—	8,756,805	10,283,710	*—6,755,875*	*—7,969,535*
Irrigation	154,804	209,894	*—82,603*	*—48,052*	9,961	24,515	*—493,664*	*—347,964*		*—106,798*
Other heads	—	—	108,707	139,014	—	—	103,786	339,897	*—11,390*	*—36,288*
Total	8,268,254	8,396,501	7,756,601	8,400,487	213,206	248,304	10,046,828	11,909,957	*—7,199,533*	8,482,410
EXPENDITURE.	£	£	£	£	£	£	£	£	£	£
Interest	*—29,974*	*—29,973*	*—70,131*	*—90,845*	*—590*	*—663*	*—2,117,335*	*—374,822*	2,745 493	1,487,071
Collection of revenue	1,219,038	1,245,463	906,266	916,002	59,456	56,189	116,885	118,778	48,693	112,085
General administration	119,556	114,098	143,850	140,128	19,285	19,378	392,000	410,742	290,342	280,008
Law and justice	329,379	343,763	343,775	350,391	32,345	34,513	107,764	114,055	152	556
Police	311,370	359,278	399,389	435,810	70,450	75,010	50,740	60,590	1,109	1,700
Ports and Pilotage	976	1,076	*—2,581*	*—2,586*	—	—	—	—	—	67
Education	215 003	234,744	250,381	273,332	6,862	8,462	18,858	19,805	5,646	6,157
Ecclesiastical	22,601	21,790	23,678	25,428	2,259	2,515	12,125	12,282	282	378
Medical	229,826	216,182	150,718	152,103	8,469	8,214	32,219	37,462	9,709	11,614
Political	6,767	6,699	55,965	59,850	173,385	171,505	607.255	722,377	5,534	3,786
Scientific and minor	32,841	35,686	50,999	39,249	4,919	2,733	275,428	319,987	44,769	54,393
Miscellaneous civil charges	245,899	257,888	301,602	254,624	10,005	9,619	*—23,242*	*—70,939*	2,249,089	2,335,855
Civil works	650,531	647,511	515,974	565,611	138,794	100,602	145,527	199,750	55,685	45,282
Army	—	—	—	—	—	—	13 513,307	13,393,530	4,639,379	5,046,746
Marine	—	—	—	—	—	—	137,879	125,784	239,215	356,550
Military works	5,965	4,605	6,068	5,892	—	—	896,342	976,373	119,253	103,192
Other heads	116,778	229,830	63,977	305,696	1,861	*—1,487*	608,065	371,196	12,350	6,093
Total	3,476,556	3,688,640	3,139,930	3,430,685	527,500	486,590	14,773,817	16,436,950	10,466,700	9,851,533

APPENDIX B.

STATEMENT showing the Number of Municipalities in British India, their Receipts and their Expenditure, for the Year 1906–07.

	Bengal.		United Provinces.	Punjab.	North-West Frontier Province.	Burma.	Central Provinces and Berar.	Eastern Bengal and Assam.	Madras.		Bombay.		Minor Provinces.	Total.
	Presidency Corporation.	District Municipalities.							Presidency Corporation.	District Municipalities.	Presidency Corporation.	District Municipalities.		
Number of Municipalities	1	128	89	138	10	43	58	49	1	60	1	162	9	749
Population within municipal limits	847,796	2,354,856	3,110,254	2,086,512	164,571	903,786	882,688	624,796	509,346	1,915,208	977,822	2,367,418	131,586	16,876,639
Receipts :	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Octroi	—	1,952	227,762	216,555	24,088	—	52,785	—	—	—	117,470	160,247	23,017	823,876
Other Taxation	408,855	214,049	90,077	28,228	1,073	205,019	37,556	57,308	88,706	151,283	436,109	148,527	2,725	1,869,515
Revenue from municipal property and powers apart from Taxation.	55,601	25,788	77,559	57,159	9,191	155.033	23,258	7,068	23,798	48,540	48,487	70,030	6,454	607,966
Grants and contributions	2,564	31,165	32,468	29,055	399	37,585	10,878	9,914	23,600	18,894	—	36,943	588	234,052
Extraordinary and Debt	92,792	67,725	92,992	30,890	120	169,376	33,031	16,425	46,652	41,897	1,514,345	65,531	1,640	2,173,417
Miscellaneous	24,211	10,134	14,323	29,546	315	15,530	12,215	4,072	8,886	16,520	22,220	7,971	4,308	170,250
Total (1906–07) £	584,022	350,812	535,181	391,435	35,187	582,542	169,723	94,787	191,642	277,135	2,138,631	489,249	38,732	5,879,077
Total (1905–06) £	572,648	331,142	478,223	360,274	36,285	534,605	143,595	90,043	224,718	275,216	2,646,102	548,100	41,181	6,282,132
Expenditure :														
Cost of Collection and Administration	55,776	26,503	54,863	56,208	4,110	36,722	15,779	6,560	11,401	19,813	46,064	53,923	4,222	391,944
Public Health and Convenience	339,776	213,529	310,178	188,372	19,679	326,088	83,893	63,254	79,705	153,172	342,615	215,435	17,713	2,353,409
Public Safety	43,994	20,821	19,610	48,940	5,535	21,789	3,871	3,915	5,017	9,395	57,356	20,584	3,541	264,368
Public Instruction	2,057	9,431	20,519	29,529	4,006	29,876	15,317	3,300	3,639	26,759	11,054	64,646	2,413	222,547
Interest and Miscellaneous	128,109	24,282	59,258	31,179	2,212	49,548	7,254	3,799	25,318	19,279	177,550	29,641	6,104	563,534
Extraordinary and Debt	70,889	48,205	33,947	26,718	181	97,109	26,812	11,294	38,766	48,864	1,496,432	79,331	2,602	1,981,148
Total (1906–07) £	640,602	342,771	498,374	380,946	35,722	561,133	152,927	92,121	163,845	277,282	2,131,071	463,561	36,596	5,776,949
Total (1905–06) £	602,423	318,891	474,897	366,340	36,087	538,810	139,878	90,489	213,083	260,446	2,646,682	536,596	42,458	6,267,080

EAST INDIA (RAILWAYS).

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar Year 1907.

Presented to both Houses of Parliament by Command of His Majesty.

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and

Lines projected up to 31-12 07

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REFERENCES.

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Do. do. sanctioned or under construction	do.	
3'-3⅜" Gauge. open	do.	
Do. do. sanctioned or under construction	do.	
2'-6" & 2' Gauges, open	do.	
Do. do. sanctioned or under construction	do.	
Lines projected		

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TILJALA
BALLYGUNGE
DHAKURIA
Fr. Sheakhala
Fr. Delhi
To Goalundo
To Khulna
To Diamond Harbour
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HARBOUR
BEACH
To Vizagapatam

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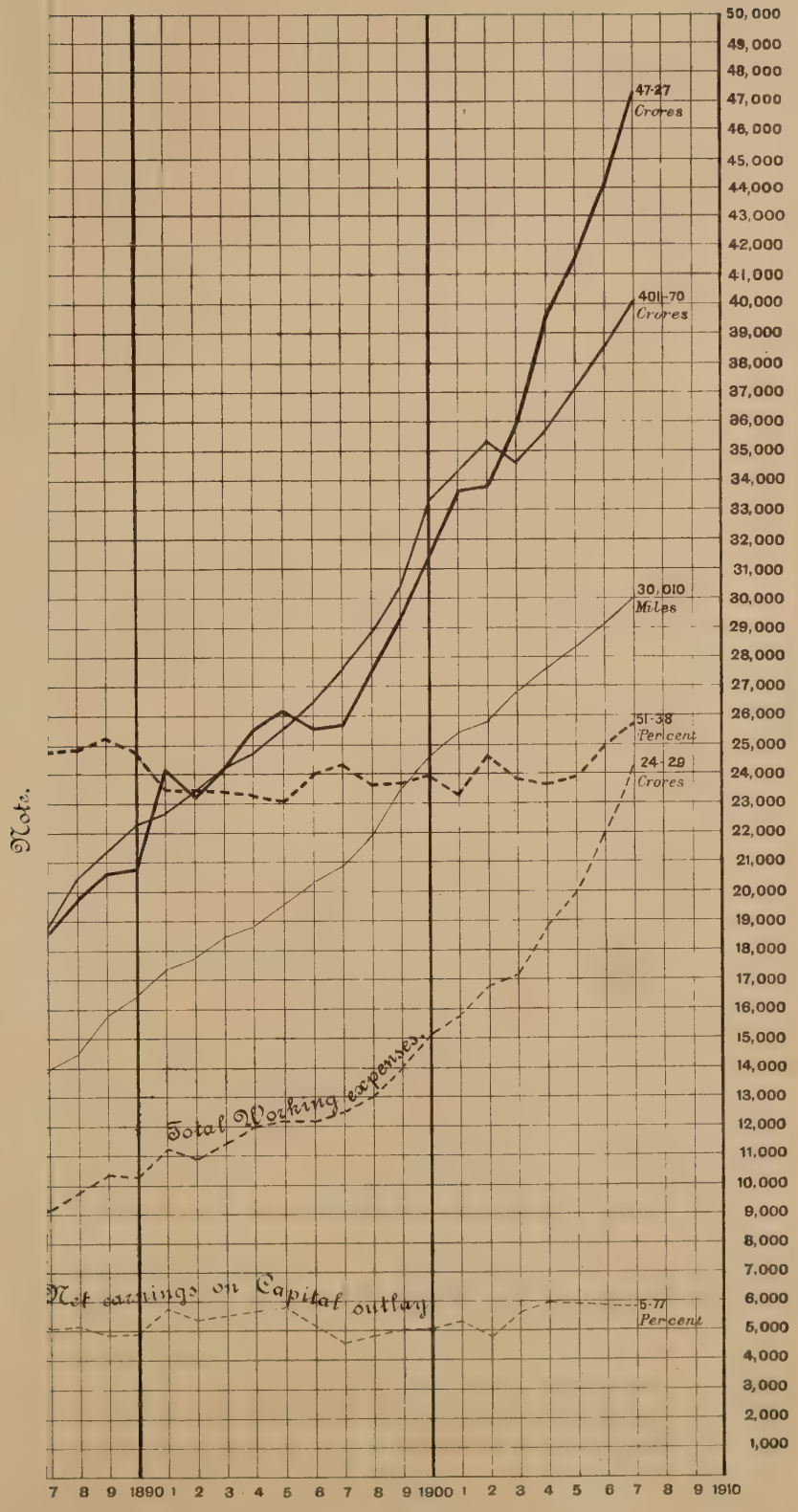

Note.

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Litho., G. I. O., Calcutta.

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Map of India showing railways open and under construction corrected up to the 31st March 1908 and lines projected up to 31st December 1907 .	

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

THE CALENDAR YEAR 1907.

Mileage.

During the year 1907, 924 miles of line were opened to traffic, bringing the total mileage open, after allowing for abandonment and minor corrections of mileage, up to 30,010 miles of the following gauges :—

15,821	of	5′ 6″	gauge (standard).
12,613	„	3′ 3⅜″	„ (metre).
1,234	„	2′ 6″	„ } (special).
342	„	2′ 0″	„ }
30,010			

There were 290 miles of line sanctioned during the year, *viz.* :—

255	of	3′ 3⅜″	gauge (metre).
35	„	2′ 6″	„ (special).
290			

Up to the end of March 1908 the mileages were—

Lines open	30,206
Lines under construction or sanctioned for construction . .	2,516

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement, on all open lines and lines partly open, amounted at the close of the calendar year 1907 to Rs. 39,843·15 lakhs, and that on lines wholly under construction to Rs. 242·35 lakhs. In addition Rs. 84·06 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 40,169·56 lakhs, as detailed in Appendix 8.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,500 lakhs (£10,000,000) has been provided for 1908-1909 divided as under :—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 547¾ lakhs for rolling-stock .	1,148·88
(*b*) For lines already under construction—	
(i) begun prior to 1907-1908	331·12
(ii) begun during 1907-1908	...
(*c*) For lines to be begun in 1908-1909	20·00
TOTAL .	1,500·00

Rolling-stock and safety appliances.

4. For the year 1907-1908 the Railway Board made a provision of Rs. 568 lakhs for rolling-stock. An additional sum of one million pounds sterling was subsequently provided by the Secretary of State and contracts for the supply of 2,900 covered and 1,450 open goods wagons were let in England during the year. These wagons as received will be distributed to the different railways, both companies' and State.

The additions made during 1907 to the rolling-stock of the railways consisted of 229 engines, 736 coaches and 6,118 wagons, the numbers under supply being 514 engines, 1,879 coaches and 15,727 wagons.

Subsequent to the 31st December 1907 the provision of 89 engines, 406 coaches and 4,821 wagons has, in addition, been authorized.

5. Two hundred and eighty-three engines, 1,260 coaches and 7,018 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 3,702 engines, 13,452 coaches and 13,276 wagons, as against 2,572 engines, 6,047 coaches and 110,463 wagons not fitted.

6. One thousand one hundred and ten vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 12,849, as compared with 6,274 not fitted. The number fitted for gas was 10,677 and for electricity 2,172.

7. Means of communication between passengers and guards and drivers are fitted to many fast trains, both State and Companies'. The Railway Board consider this matter to be one of great importance and are strongly pressing the more extended use of the appliance on all lines. Appendices 25-A and 25-B show the number and class of trains and carriages on certain railways which are so fitted.

8. Ninety-four stations were fitted during the year with apparatus for interlocking points and signals, and 111 with automatic instruments for signalling trains between stations.

Statistical results of working.

9. With a net addition of 913 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1907 amounted in round figures to Rs. 4,726·87 lakhs, compared with Rs. 4,411·73 lakhs in 1906, an increase of Rs. 315·14 lakhs. Of the increase in the gross earnings, Rs. 227·85 lakhs were absorbed in additional working expenses. The net earnings amounted to Rs. 2,298·28 lakhs, against Rs. 2,210·99 lakhs in 1906, or an increase of Rs. 87·29 lakhs. These net earnings yielded a return on the capital outlay (Rs. 39,843·15 lakhs) on open lines and lines partly open of 5·77 per cent., as compared with 5·83 in 1906.

Of the increase of Rs. 315·14 lakhs in the gross earnings, the North Western State railway earned Rs. 92·77 lakhs or 29 per cent., the Great Indian Peninsula railway Rs. 44·52 lakhs, or 14 per cent., and Bengal and North-Western railway Rs. 21·16 lakhs or 7 per cent., and the remainder was contributed principally by the Bengal-Nagpur, Eastern Bengal State, Oudh and Rohilkhand State and Southern Mahratta railways.

The development of passenger traffic, noticed in the last report, continued during the year under review, and a larger number of pilgrims, native marriage parties, visitors to fairs, etc., was carried by railway. The visit to India of His Majesty the Amir of Kabul and the holding at Calcutta of an Industrial Exhibition also contributed to this development. The scarcity in the United Provinces and Behar also led to the movement of labourers in search of employment. The total number of passengers carried was 305·89 millions against 271·06 millions, and the earnings therefrom amounted to Rs. 1,504·50 lakhs against Rs. 1,368·31 lakhs. The number of third class passengers carried was more by 31·86 millions and the earnings therefrom by Rs. 123·44 lakhs. The other classes also showed satisfactory increases. Of the increase of Rs. 136·19 lakhs in the passenger receipts, the North Western State railway earned Rs. 28·74 lakhs or 21 per cent., and the remainder was contributed principally by the East Indian, Great Indian Peninsula, Eastern Bengal State, Bengal and North-Western, South Indian, Rajputana-Malwa and Madras railways.

The average rate charged to passengers of all classes was 2·44 pies per mile, just over $\frac{1}{5}$th of a penny, and the average distance travelled was about 39 miles. There have been no material fluctuations in these figures since 1884.

The aggregate tonnage of goods lifted during the year 1907 was 62·10 million tons and the earnings therefrom were Rs. 2,924·26 lakhs, an improvement over the previous year of 3·23 million tons and Rs. 164·57 lakhs. Of the increase in the goods receipts the North Western State railway earned Rs. 63·37 lakhs or 39 per cent., the Great Indian Peninsula railway earned Rs. 31·01 lakhs or 19 per cent., and the remainder was contributed principally by the Oudh and Rohilkhand State, Bengal-Nagpur, Bengal and North-Western and Southern Mahratta railways.

There was a decrease of Rs. 9·11 lakhs in the goods receipts of the East Indian railway, due to the reduction of coal rates and suspension of booking of goods traffic from 20th to 29th November 1907 in consequence of a strike amongst the running staff of the line.

The total weight of the traffic in "Grain and pulse", "Cotton, raw and manufactured", "Coal", "Oil-seeds", "Sugar", "Salt", and "Jute" during the year 1907 amounted to 33·71 million tons and the earnings therefrom to Rs. 1,915·48 lakhs, against 30·95 million tons and Rs. 1,777·04 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1907 to 70·73 per cent. in weight and 70·06 per cent. in earnings of the total traffic carried for the public, against 70·27 per cent. and 68·90 per cent., respectively, in the previous year.

There was a large increase of 618 thousand tons and Rs. 85·28 lakhs in the grain and pulse traffic, attributable chiefly to the larger movements of grains owing to scarcity prevailing in the United Provinces and to larger bookings of wheat for shipment. There were also increases of 620 thousand tons and Rs. 34·61 lakhs under "Oil-seeds," due to heavier exports of linseed, castor, rape, mustard and cotton seeds to Europe and of 255 thousand tons and Rs. 28 67 lakhs under "Cotton," due to larger consignments of "Cotton, raw" on account of greater demand in Europe.

Coal.—During the year 1907 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 11·15 million tons, against 9·78 million tons in 1906. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·83 million tons to 1·87 million tons or by 34 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, fell from 1,394·73 thousand tons to 1,040·24 thousand tons or by 354·49 thousand tons. The imports of coal from the United Kingdom increased from 199·22 thousand tons to 227·18 thousand tons or by 27·96 thousand tons, and those from other countries from 27·15 thousand tons to 74·41 thousand tons or by 47·26 thousand tons.

The total quantity of Indian coal consumed by railways during the year 1907 increased, as shown in Appendix 27, from 2·88 million tons to 3·34 million tons or by 465 thousand tons, and the amount of foreign coal consumed from 37·28 thousand tons to 54·86 thousand tons.

The traffic in coal carried by railways increased from 11·19 million tons in 1906 to 12·19 million tons in 1907, while the earnings therefrom fell from Rs. 322·83 lakhs to Rs. 318·55 lakhs. The decrease in the earnings with an increase in the tonnage carried was due principally to the reduction in the coal rates for distances over 200 miles.

The average rate for all descriptions of goods carried per ton per mile was 5·18 pies as compared with 5·42 pies in 1906, or just under $\frac{1}{2}$ penny, while the average distance over which a ton of goods was carried was 175 miles against 166 miles in the previous year.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses. Large sums were also expended by the principal railways in renewing their permanent-way and rolling-stock, and in strengthening bridges, and as a consequence the railways were worked during 1907 at 51·38 per cent. of gross earnings, against 49·88 per cent. in the previous year.

Financial results to the State.

10. The financial result of the working of the State and Guaranteed railways for the year 1907 was a net gain to the State of 382·79 lakhs of rupees, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of capital. This is the eighth year in succession in which there has been a surplus.

In the subjoined table, which gives details of the charges against revenue for the year 1907 in comparison with the two preceding years, the ordinary interest charges are first deducted, and, on this basis, *i e.*, after excluding the portion of the annuity payments representing redemption of capital, Rs. 105·17 lakhs, the surplus to the State for the year 1907 amounts to Rs. 487·96 lakhs. It is to be noted that even this understates the real surplus derived from the railways open to traffic, as the

interest charges include the interest on outlay on lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.

	1905.			1906.			1907.		
	State railways.	Guaranteed railways. *(Madras and Bombay, Baroda and Central India.)*	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	34,40,08,309	...	34,40,08,309	38,24,19,203	...	38,24,19,203	40,68,47,139	...	40,68,47,139
Gross traffic earnings.—Guaranteed railways.	...	3,32,99,021	3,32,99,021	...	1,63,31,871	1,63,31,871	...	1,56,96,590	1,56,96,590
Repayment of advances of interest.—Subsidized railways	6,41,787	...	6,41,787	8,89,164	...	8,89,164	8,26,866	...	8,26,866
Total Revenue	34,46,50,096	3,32,99,021	37,79,49,117	38,33,08,457	1,63,31,871	39,96,40,328	40,76,74,005	1,56,96,590	42,33,70,595
EXPENDITURE.									
Working Expenses.—State railways	16,68,14,272	...	16,68,14,272	18,90,38,725	...	18,90,38,725	20,81,83,678	...	20,81,83,678
Working expenses.—Guaranteed railways	...	1,65,39,840	1,65,39,840	...	1,04,84,669	1,04,84,669	...	1,04,21,894	1,04,21,894
Share of surplus profits paid to Companies, etc.	49,06,903	26,03,049	75,09,952	55,71,644	9,05,248	64,76,892	61,08,341	1,29,476	62,37,817
Land and Supervision charges.—Guaranteed railways	...	5,86,466	5,86,466	...	—4,02,066	—4,02,066	...	53,588	53,588
Land and subsidy charges	4,51,931	...	4,51,931	5,82,916	...	5,82,916	3,66,713	...	3,66,713
Miscellaneous railway expenditure	—2,43,051	...	—2,43,051	7,29,781	...	7,29,781	10,84,307	...	10,84,307
Total Expenditure	17,19,30,055	1,97,29,355	19,16,59,410	19,59,23,066	1,09,87,851	20,69,10,917	21,57,43,039	1,06,04,958	22,63,47,997
Net Revenue	17,27,20,041	1,35,69,666	18,62,89,707	18,73,85,391	53,44,020	19,27,29,411	19,19,30,966	50,91,632	19,70,22,598
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State Railways	5,46,09,721	...	5,46,09,721	6,08,63,496	...	6,08,63,496	4,90,13,724	...	4,90,13,724
Interest on debt for purchase of railways	1,71,45,255	...	1,71,45,255	2,19,70,715	...	2,19,70,715	2,56,55,460	...	2,56,55,460
Interest on advances of capital to Companies	73,38,124	...	73,38,124	75,33,954	...	75,33,954	81,88,060	...	81,88,060
Interest on capital raised by Companies	1,05,36,392	...	1,05,36,392	2,06,46,584	...	2,06,46,584	2,17,66,355	...	2,17,66,355
Portion of annuities in purchase of railways representing interest on capital	3,53,61,300	...	3,53,61,300	3,50,87,916	...	3,50,87,916	3,48,14,809	...	3,48,14,809
Interest on capital of Guaranteed Companies	...	1,60,85,806	1,60,85,806	...	1,17,08,570	1,17,08,570	...	87,88,274	87,88,274
Total Interest	13,39,90,792	1,60,85,806	15,00,76,598	14,61,02,665	1,17,08,570	15,78,11,235	13,94,38,408	87,88,274	14,82,26,682
Surplus of net revenue over Interest	3,87,29,249	—25,16,140	3,62,13,109	4,12,82,726	—63,64,550	3,49,18,176	5,24,92,558	—36,96,642	4,87,95,916
Portion of annuity payments representing redemption of capital also charged against revenue	98,28,285	...	98,28,285	1,01,66,475	...	1,01,66,475	1,05,16,710	...	1,05,16,710
Actual net gain +, or loss—	+2,89,00,964	—25,16,140	+2,63,84,824	+3,11,16,251	—63,64,550	+2,47,51,701	+4,19,75,848	—36,96,642	+3,82,79,206

11. As regards an account of the capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted capital at which the lines were taken over, the amount redeemed by

annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1907 on account of all railways classed as State railways; the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs. 15=£1. The total capital amounts to £282·50 millions (the details by railways being shown in Appendix 9); and on this the net revenues of the State railways for 1907, £12·80 millions, give a return of 4·53 per cent. The capital of the Madras (old Guaranteed) railway amounts to £13·11 millions and on this the net earnings of the railway for 1907, £339·44 thousands, give a return of 2·59 per cent.

Capital liability on account of railways classed as State railways at end of 1907.

1. Share capital of purchased railways being paid off by annuities :—

	£	£
Commuted value of stock purchased	85,010,259	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
Capital redeemed by annuity payments ...	6,447,605	
	20,939,067	
Net outstanding		64,071,192
2. State outlay		105,813,923
3. Debt incurred for purchase of railways		49,893,271
4. Capital advanced by Government to Companies		16,556,278
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		46,163,678
TOTAL CAPITAL LIABILITY		282,498,342

Capital liability on account of Guaranteed railways at end of 1907.

Capital raised on the Secretary of State's guarantee, including overdrafts :—

	£
Madras railway	13,106,801

Rates and fares.

COACHING.

12. The *Bengal-Nagpur railway*, with a view to facilitating the supply of cooly labour to the tea gardens in Assam, introduced special reduced 3rd class fares from its principal stations to *viâ* Asansol for coolies booked to *viâ* Goalundo.

The *Bombay, Baroda and Central India railway* made a general reduction, with effect from the 1st January 1907, in the passenger fares on its metre gauge section.

The *Bhavnagar-Gondal-Junagad-Porbandar railway administration* enhanced the charges for 1st and 2nd class return tickets from one and two-thirds to two single fares, both in local and through booking, with effect from the 1st October 1907.

The *Cutch railway* raised its passenger fares by mail trains by 25 per cent. above those charged by passenger trains.

GOODS.

13. *Famine traffic.*—Owing to grave prospects of a serious fodder famine in the United Provinces, Central India, Rajputana, the Punjab and the North-West

Frontier Province in consequence of the failure of the last monsoon, the railways, at the request of the Government of India in October 1907, agreed to quote the following special reduced rates for the carriage of grass and hay including *bhoosa*, straw and *karbi*, pressed or unpressed in bales or bundles, also oil-cake to be used as fodder, between stations within the areas affected and from stations outside those areas to stations within them :—

on standard (5′ 6″) gauge railways,

two annas per ordinary wagon per mile and double this rate for bogie wagons;

on metre gauge railways,

two annas per ordinary wagon per mile for the first 50 miles, one and a half annas per mile for the next 100 miles and one anna per mile for any additional distance and double these rates for bogie wagons.

The Government of India, however, realizing that even greater assistance than that secured by these specially reduced rates was necessary in order to effect the movement of fodder in quantities sufficiently large to provide for the safety of cattle within the famine area, decided that freight on consignments of fodder (excepting fodder for the Army Department), booked to stations in the provinces mentioned above from places without them, should be recovered from the consignor or consignee at the rate of half an anna per four-wheeled wagon per mile and one anna per bogie wagon, and that the balance of freight calculated at the special reduced rates agreed to by railways, or at the ordinary tariff rates in cases where the rate had not been specially reduced, should be paid by Government.

The *Bengal-Nagpur railway*, with a view to assisting the famine-stricken people, quoted special reduced rates for grain, pulses and common seeds in wagon-loads from Shalimar to stations in the Central Provinces.

The *East Indian railway*, in order to help the movement of Rangoon rice to districts affected by the famine, considerably reduced its rates for this commodity from Calcutta to its stations above Moghal Sarai and to stations on the Oudh and Rohilkhand State railway.

On the *East Indian railway* the following scale of rates was introduced for grain traffic for consumption in the country and also for flour traffic :—

For first 50 miles	...	...	...	·33	pie per maund per mile.	
„ distances above 50 up to 100 miles			...	·20	„	„ „
„ „ „ 100 up to 350 miles			...	·14	„	„ „
„ „ „ 350 „ 600 „			...	·12	„	„ „
„ „ „ 600 „			...	·10	„	„ „

plus terminals where leviable.

With effect from the 20th August 1907, the *North Western State railway administration* made arrangements with the Hall Line of Steamers for the through-booking of passengers' luggage, hides, wool, saltpetre and certain other commodities from stations on that line to Port Said and certain ports in Europe and America.

Important measures and events.

14. *Government control of railways.*—On the 1st January 1908, a new system of control of railways by the Government of India was introduced as a result of which the Consulting Engineer was abolished and railways were placed under the direct control of the Railway Board. Extended powers of sanction and administration were delegated to the Boards of Directors of Companies with the option to delegate these powers to their Agents in India.

Strikes and Board of Conciliation.—Several small strikes of different classes of employés occurred during the years 1906 and 1907 on certain lines. The discontent prevailing on the North Western State and the Bengal and North-Western railways was removed without inconvenience to the public; but that on the Eastern Bengal State railway culminated in an extensive strike on the part of native drivers and firemen and caused a temporary dislocation of goods traffic. On the East Indian railway the European and Eurasian drivers of Howrah-Jhaja District after submitting a lengthy list of grievances struck work in November and were joined to

a large extent by the traffic staff, the strike extending to other districts and involving a large portion of the line. This strike was the most serious in the history of railways in India, and for a time completely dislocated traffic generally and the trade of Calcutta in particular. It was only terminated by the appointment by the Government of India of a special Board of Conciliation (based on the lines of the Boards recently introduced in England) to consider the representations of the men. The Conciliation Board dealt mainly with the questions of (i) higher pay or mileage allowance; (ii) extra pay for working overtime and on holidays; and (iii) improved leave rules.

Re-arrangement of the railways in Southern India.—The contracts of the Southern Mahratta and Madras railways having approached their period of termination, it was decided to take advantage of the opportunity and to re-arrange the railway systems of Southern India. Proposals were, therefore, submitted to the Secretary of State under which the Madras railway system would be absorbed by the Southern Mahratta and the South Indian railways.

As an outcome of the negotiations the following arrangement was finally decided on and accepted by the Southern Mahratta and South Indian railways. The former railway—

(1) absorbed the whole of the Madras railway system with the exception of the Jalarpet-Mangalore section, and branches thereof;

(2) took over from the South Indian railway

(*a*) the Katpadi-Dharmavaram section,

(*b*) Pakala-Gudur section.

The South Indian railway acquired the Jalarpet-Mangalore section of the Madras railway and branches thereof with running powers from Jalarpet to Madras and Bangalore and certain rights regarding quotation of rates. These arrangements were carried out on the 1st January 1908, the enlarged Southern Mahratta railway changing its name to the Madras and Southern Mahratta railway.

Indian Railway Conference Association.—The Association held meetings at Simla from 23rd September to 7th October 1907, and, in addition to the ordinary questions which came before it for consideration, dealt specially with the question of the revision and simplification of the existing goods tariff and adopted the Simplification Committee's report, exhibiting in draft a portion of a simplified tariff drawn up on the lines decided upon by the Committee which met at Delhi in 1905. It was also decided that the final report of the Simplification Committee, when submitted, should be printed and circulated by the Secretary for consideration; certain questions of principle connected with the preparation of the simplified tariff were also referred to the Railway Board, who have conveyed their decision to the Association. During the year the appointment of a "whole-time" Secretary to the Association with necessary office establishment was sanctioned by the Secretary of State, who further authorized that the Association be empowered to incur expenditure connected with its working up to an annual maximum of Rs. 40,000. Mr. Ross Johnson was elected Secretary to the Conference Association and, on return from leave in England, assumed charge of his duties on the 23rd December 1907.

Revised rules for the carriage of military traffic.—The revised rules for the carriage of military traffic by rail as recommended by the Indian Railway Conference Association were accepted by the Government of India and introduced, with effect from the 1st January 1908, as a tentative measure for a period of one year.

Committee of enquiry as to the provision of funds for expenditure on Indian railways and the system of working of the Railway Board.—In May 1907 intimation was received of the appointment by the Secretary of State of a Committee to enquire into the provision of funds for expenditure on Indian railways and the system under which the Railway Board works. It was at first arranged that Sir James Mackay, Chairman of the Committee, and Sir Walter Lawrence, one of the Members, accompanied by Mr. Brereton, Government Director of Indian Railway Companies, should visit India in the winter to discuss matters with the Government of India and the Railway Board; also to receive evidence on the subject of the enquiry from officials engaged in railway management and from representatives of the mercantile community. The deputation of these gentlemen was subsequently cancelled, it being

considered sufficient for the Committee to receive by letter the views of those interested in the subject in India. The Chamber of Commerce and other public bodies were accordingly directed to send any representations on the subject which they desired to make direct to the Secretary of the Committee at the India Office, London.

Replacement of the Government Telegraph Department instruments on the Burma railways by the Company's stock.—Proposals are under consideration for the equipment of the entire Burma railways system with telegraph instruments owned by the Company in replacement of those now hired from Government.

Use of local manufactures for railway purposes.—A considerable number of wagon frames and bodies were built during the year by private firms in Calcutta from imported raw materials, the springs, wheels and axles being supplied by the railways for whom the wagons were built.

Standardization of locomotives.—Further standard designs of broad gauge mail, passenger and goods engines, prepared by the Engineering Standards Committee in England, were circulated for adoption on the various Indian railways.

Standard dimensions for 2′ 6″ gauges.—Considering the large extension of the use of the 2′ 6″ gauge, the Railway Board have thought it desirable, after consulting the 2′ 6″ gauge railway administrations on the various dimensions to be adopted, to introduce a schedule of dimensions for this gauge on the lines of the broad gauge and metre gauge schedules of 1905.

Electrification of railways.—Proposals for working the Kalka-Simla railway and the Nilgiri railway and its extension to Ootacamund by electricity are still under consideration.

The question of working the proposed Bhamo-Tengyueh railway with electricity is also being considered.

Abolition of bridge tolls.—In February and July 1907 Government agreed to the abolition of tolls on the East Indian Railway Company's Tonse bridge, also on that Company's bridges over the Jumna at Delhi and Allahabad, and on the Oudh and Rohilkhand State railway Dufferin bridge over the Ganges at Benares, the bridge over the Ganges on the line between Lucknow and Cawnpore and the bridge over the Ramganga at Moradabad.

Rules to regulate the transport and importation of explosives.—In July 1907 revised rules were promulgated for adoption on all railways in India.

Relaxation of Indian packing rules in favour of chemicals shipped for Government Departments through the agency of the Stores Department, London.—It having been represented that the system of packing employed by the Stores Department of the India Office, London, was suitable for chemicals and free from danger, the Indian packing rules for the carriage of chemicals by rail were relaxed in favour of chemicals shipped for Government Departments in India through the agency of the Stores Department of the India Office, provided they were packed in accordance with the regulations of that Department.

Steamer service between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya.—In November 1907 sanction was accorded to the concession, given to Messrs. Turner, Morrison & Co. in connection with a steamer service to be established by them between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya, being transferred for a period of one year, in the following modified form, to the India General Navigation and Railway and Rivers Steam Navigation Companies, *viz.*, the grant of a rebate of 10 per cent. from the earnings derived from the through traffic interchanged between the Assam-Bengal railway and the Steamer Companies, subject to a maximum limit of Rs. 500 per mensem, but not subject to any minimum.

Through-booking of traffic between the Eastern Bengal State railway and the India General Navigation and Railway Company.—With effect from the 15th July 1907, the Eastern Bengal State railway introduced the through-booking of coaching and goods traffic to and from the India General Navigation and Railway Company's Ganges Steamer Service *viâ* Lalgola Ghat.

Rate of interest on railway debt.—It has been decided that, with effect from the accounts for 1906-1907, the average rate of interest paid each year on the mean non-specific debt of India shall be applied for purposes of the calculation of interest on the railway debt in lieu of the fixed rates of 4 per cent. and $3\frac{3}{4}$ per cent. hitherto employed, and that the transfer from ordinary debt to railway debt shall be made partly in the English and partly in the Indian portion of the accounts.

Chittagong Jetties, Assam-Bengal railway.—Considerable loss of property was caused by fires, which occurred in October and December 1907, at the jetties at the double moorings at Chittagong.

Improvement of the Vizagapatam Port.—The question of improving this port so as to render it suitable for ocean-going steamers is under consideration.

Railway Police Committee.—The Indian Railway Conference Association having represented that in existing circumstances the arrangement under which the total cost of railway police is distributed between Government and the Railway Companies in the proportion of $\frac{3}{10}$ths and $\frac{7}{10}$ths, respectively, imposes an unfair burden on the Companies and should therefore be revised, the Government of India appointed a Committee in April 1907 to report on the incidence of police charges on railways. The Committee have submitted their report, which is now under consideration.

Contracts and agreements for the construction and working of railways.—In connection with the agreement, dated the 11th September 1906, for the working of the Jaipur railway from Sanganer to Siwai Madhopur by the administration of the Bombay, Baroda and Central India railway, the Government of India agreed to the payment to the Jaipur Durbar, outside the terms of the agreement, of an annual rebate not exceeding 10 per cent. of the Government share of the net earnings of the main line from the traffic interchanged with the Jaipur railway, to make up an amount sufficient to give a return of $3\frac{1}{2}$ per cent. per annum on the actual capital expenditure incurred on the latter.

On the 16th January 1907 an indenture was entered into between the Secretary of State for India and the East Indian Railway Company for working the South Behar railway as part of the undertaking of the East Indian Railway Company, with effect from 1st January 1906 until the termination of the Company's contract of 1879.

On the 22nd February 1907 an indenture was entered into between the Secretary of State for India and the Burma Railways Company for the construction and working of the Pegu-Moulmein and Henzada-Kyangin railways and the Daga loop line.

An indenture was executed with the Burma Railways Company on the 23rd February 1907 for advances by the Secretary of State for capital expenditure on the undertaking to the extent of Rs. 85 lakhs during the years 1903 to 1906.

An indenture was made on 21st March 1907 between the Secretary of State for India in Council and the Burma Railways Company for the provision of further debenture stock.

An indenture was entered into on the 8th April 1907 between the Secretary of State for India and the Bombay, Baroda and Central India Railway Company for the maintenance, management and working of the Bombay, Baroda and Central India railway, the Rajputana-Malwa and certain subsidiary railways by the Bombay, Baroda and Central India Railway Company. The terms of the contract on which the undertaking is to be worked and managed by the Company came into force from the 1st January 1906, and are in substitution of the temporary arrangements in that behalf contained in the contract of the 27th December 1905. The contract is terminable by either party on the 31st day of December 1930, or on the 31st day of December in any succeeding fifth year reckoning from that date, by giving twelve months' notice.

An agreement, dated 7th June 1907, for a period of three years and subject to six months' notice at the end of that period, was entered into by the Southern Mahratta Railway Company and the Sangli State for the working, by the former, of the Sangli railway.

A memorandum of agreement was also drawn up and accepted by the Company and the Durbar for the construction, by the Southern Mahratta Railway Company, of the metre gauge railway from Miraj to Sangli town.

On the 26th June 1907 an indenture was entered into between the Secretary of State for India and the Southern Mahratta Railway Company postponing the termination of the existing contracts with that Company until the 30th June 1908.

An indenture was executed with the East Indian Railway Company on the 10th July 1907 for the creation of further debenture stock carrying interest at the rate of 3½ per cent. per annum.

In July 1907 sanction was accorded by Government to an agreement, dated the $\frac{25th}{26th}$ February 1907, as supplemented by an agreement of the 4th June 1907, between His Highness the Maharajah of Cooch Behar and the Administration of the Eastern Bengal State railway for the working by the latter of the Cooch Behar railway with effect from the 1st January 1907. This agreement is subject to revision from time to time and may be terminated on six months' notice by either party.

In July 1907 sanction was accorded under clause 40 of the contract, dated the 9th March 1897, between the Secretary of State for India and the Burma Railways Company, to the continuance, up to 31st March 1908, of an agreement, dated the 20th July 1898, between the Burma Railways Company and the Irrawaddy Flotilla Company, for working the Katha-Bhamo traffic. Sanction was also accorded to an agreement between the Burma Railways Company and the British India Steam Navigation Company for the through-booking of goods and parcels between stations on the Burma railways and Calcutta during the year 1906-07.

In July 1907 the Bombay, Baroda and Central India Railway Company undertook the working of the Nagda-Morak section of the Nagda-Muttra railway. An agreement for the temporary working of this section, and of the remaining sections of the line as they are opened from time to time until the entire line is opened, is under consideration.

On the 26th August 1907 an indenture was entered into between the Secretary of State for India and the Tapti Valley Railway Company, supplemental to, and prolonging the operation of, the contract of the 28th August 1896 for the construction of the Tapti Valley railway, as modified by the contract of the 16th January 1902.

On the 17th September 1907 an indenture was entered into between the Secretary of State for India and the Ahmedabad-Parantij Railway Company supplemental to, and prolonging the operation of, the contract of the 13th March 1896 for the construction of the Ahmedabad-Parantij railway, as modified by the contract of the 29th January 1902.

The Rohilkund and Kumaon Railway Company took over the management of the Powayan Light railway on the 11th October 1907, in terms of the indenture of the 13th July 1906.

In December 1907 the Secretary of State agreed to a modification of the Bengal-Nagpur railway contract of 1902, in respect of the further extensions now in course of construction or likely to be undertaken in the near future by the Company, which is practically equivalent to allowing the Company to charge interest during construction to capital under the usual conditions.

Postal accommodation at railway stations.—In April 1907 the Secretary of State decided, on the recommendation of the Government of India, that in future contracts for the construction of railways in India by Companies provision should be made in all possible cases for the construction, at the cost of capital, of accommodation at railway stations for post offices and quarters for the postal staff, at a rental not exceeding 7½ per cent. per annum. Local Governments and Administrations have been advised that it is considered desirable that similar provision should be made in the case of lines constructed under the Tramways Act.

Important works completed.

15. *Bengal-Nagpur railway.*—Additions and alterations to the goods shed and sidings at Shalimar, and the construction of a branch line to serve the Aldih Coal Company's property in the Sanctoria coal-field.

Bombay, Baroda and Central India railway system.—Strengthening of cross girders and certain diagonals of the Nerbudda bridge and pitching round piers 16 to 22 of that bridge; the restoration of the General offices in Bombay which were damaged by fire in 1905; the conversion of Fatehgarh into an engine-changing station; the improvement in the alignment of the line near, and the entry into, Sabarmati station, with a view to rendering it less liable to damage by floods; the improvement and enlargement of Mhow station; the construction, owing to the heavy traffic at that point, of the Martindale over-bridge at the Lal Phatak level-crossing north of Ajmer station; and the work of fitting Tyer's Tablet Block Instruments to stations on the Phulera-Sojat Road section.

Eastern Bengal State railway.—The construction of a ghat at Durgapur, 4·51 miles from Rajbari station, for the combined service traffic; the relaying, with 90-lb flat-footed rails, of the main line between Naihati and Ranaghat and between Dum Dum Junction and Baraset to permit of the running of a heavier class of engines; the renewals of 28 spans of 31′ girders between Aranghata and Munshiganj and of the old girders of the Kakra and Ghoghat bridges with others of a stronger type; and the construction of the major bridges over the Gourang and Putimari on the Gauhati extension and over the Kunkur, Mahananda, and Purnabhaba on the Katihar-Godagari extension.

East Indian railway.—The doubling of the line between Dhanbaid and Barakar; the interlocking of all single line stations between Allahabad and Delhi with the exception of Rasulabad; the construction of the new bridge over the Jumna at Agra, the viaduct through the Agra City, the second down line between Raneegunge and Asansol, and the northern block of the new joint passenger station and the river-side goods warehouse at Howrah.

Great Indian Peninsula railway system.—The reconstruction of the Godavari and Kara Nala bridges; the strengthening of 30′ span girders of certain bridges; the doubling of the Lonavla-Karla section with the remodelling of the Lonavla station yard; and the interlocking of twenty road-side stations on the Great Indian Peninsula section.

Madras railway system.—The construction of the loop line connecting Washermanpet with a new station at Basin Bridge, of a chord line from Korukkuppettai to the latter station to afford the North-East line a direct access to the central station, Madras, of the bridge over the Netravati river on the Azhikal-Mangalore railway; and the completion of the junction arrangements at Tirupattur and Morappur, excepting the signalling arrangements.

Nizam's Guaranteed State railways.—The renewal, with new girders of the standard type, of the girders of 83 bridges with spans of four, six and twelve metres on the Wadi-Secunderabad section.

North Western State railway system.—The doubling of the line from Samasata to Rohri, 208 miles, and the renewal and doubling of weak plate girders on this length; the conversion from the 2′ 6″ to the 5′ 6″ gauge of the Khushalgarh-Kohat section of the Khushalgarh-Kohat-Thal railway, 30·25 miles; and the construction of the second wing of the new Central offices at Lahore, of the new engine-erecting shops at Lahore, and of the new bridge over the Indus at Khushalgarh.

Oudh and Rohilkhand State railway.—The relaying of forty miles of the main line from Lucknow towards Saharanpur with 90-lb flat-footed rails on wooden sleepers in substitution of 75-lb rails on pots, and the construction of the bridge over the river Sai on the Allahabad-Jaunpur section.

Bengal and North-Western railway.—The erection of the new Boor Gunduk bridge at Samastipur in replacement of the previously existing pin girder-bridge which was found weak for heavy engines; the restoration of bridges, etc., on the Samastipur-Darbhanga and Samastipur-Muzaffarpur sections which were damaged by the floods of 1906; and the provision of 1,162 lineal feet of additional waterway as a protection against floods.

Burma railways.—The relaying of 26 miles, on the main line, and of 6 miles, on the Rangoon-Prome section, of 41¼-lb steel track with 60-lb steel rails and of 1½ miles of similar track on the latter section with 50-lb rails; the doubling of

the line between Togyaunggale and Dabein, 15 miles, on the main line and between Hlawga and Wanetchaung, 12·25 miles, on the Rangoon-Prome section, with the exception of the arrangements at the stations; the remodelling of the Letpadan station; the interlocking, on the "Simplex" system, of the points and signals of the Kyedaw and the Thadugan stations; and the construction of the large goods yard at Malagon, of the Pegu, Sittang and Belin bridges on the Pegu-Moulmein extension and of the north shore siding to the river bank at Henzada, including the completion of the ferry arrangements there and at Tharawaw shore.

South Indian railway.—The renewal of certain spans of weak girders with metre gauge standard requirements on the Madura-Tuticorin and Maniyachi-Tinnevelly sections.

Accidents.

16. The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years:—

Year.	Passengers.						Servants.						Other persons.												Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1903.	50	116	93	331	143	447	15	95	275	390	290	485	12	7	16	3	510	172	138	5	35	22	711	209	1,144	1,141
1904.	11	83	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
1905.	3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	661	173	134	5	39	23	864	220	1,305	1,293
1906.	9	194	155	368	164	562	39	148	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494
1907.	45	150	150	459	195	609	40	120	405	546	445	666	16	241	35	3	919	303	189	7	35	36	1,194	390	1,834	1,665

There was an increase of 220 and 171 in the total number of persons killed and injured from all descriptions of accidents during 1907, as compared with the previous year.

The total number of persons of all classes killed from causes beyond their control was 101 against 59, and the number injured 311 against 364. Out of a total of 305·89 millions against 271·06 millions of passengers travelling, and of 11,840·65 millions of miles against 10,688·09 millions of miles travelled, 45 passengers were killed and 150 injured against 9 killed and 194 injured. This gives an average of one fatal casualty in 6·80 millions against one in 30·12 millions of persons travelling, and an average of one in 263·13 millions against one in 1,187·57 millions of miles travelled in 1907 and 1906, respectively.

17. The following are particulars of the more serious train accidents:—

A special train collided with a shunting engine at the Dhanbaid station, *East Indian railway*, on the 12th March 1907, due to the disregard of rules by the station staff. Twenty-two passengers in the special were more or less seriously injured, one of whom subsequently died. Three men of the engine staff also received injuries of a slight nature. The rolling-stock was considerably damaged.

The engine of 27 up mail train was derailed and the tender and leading bogie composite third class and brake-van capsized at Rewari station, *Rajputana-Malwa railway*, on the 21st May 1907, due to the sharp angle of the crossing and to the speed of the train at the time of the accident being in excess of the prescribed limit.

One third class passenger was slighly hurt and the engine Khallasi injured. The rolling-stock and permanent-way were damaged.

No. 12 down passenger train and an up special goods train collided at Sarai Banjara station, *North Western State railway*, on the 25th May 1907, due to the driver of the latter train backing his train without having received instructions to do so, and also to the disregard of rules by the assistant station master and the driver and guard of the former train. Three passengers were slightly, and the guard of the up special was severely, injured. The rolling-stock was considerably damaged.

Nos. 601 down Great Indian Peninsula railway mail and 225 up Oudh and Rohilkhand State railway goods trains collided at Amausi station, *Oudh and Rohilkhand State railway*, on the 5th June 1907, due to the driver of the Great Indian Peninsula railway train running against signals. The brakesman of the mail train was killed, and twelve passengers were severely injured, one of whom subsequently died. The rolling-stock and permanent-way were considerably damaged.

Nos. 9 up passenger and 154 down goods trains collided at Kot Lakhpat station, *North Western State railway*, on the 24th October 1907, due to the driver of the latter train having started his train with a wrong line clear and against signals. Eleven passengers were killed and 29 persons, including 4 of the train staff, were more or less seriously injured. The rolling-stock was considerably damaged.

Nos. 3 Rajpura down special goods and 27 up passenger trains collided at mile 1042-18 between Jagadhri and Kalanour stations, *North Western State railway*, on the 29th October 1907, due to the driver of the former train running through Jagadhri station yard against signals. Nine passengers and thirteen railway servants were killed and six passengers and six railway servants injured. The rolling-stock was considerably damaged.

No. 14 up passenger and a down special train collided at Antri station, *Indian Midland railway*, on the 26th October 1907, due to the driver of the latter train running against signals, and to the disregard of rules by the assistant station master. Four passengers and two railway servants were injured. The rolling-stock was considerably damaged.

An up goods special parted between Ichhapur and Shamnagar stations on the *Eastern Bengal State railway* on the 10th November 1907. The portion left on the road was run into by an up troop special of the East Indian railway, owing to the staff at Shamnagar having permitted this train to enter the blocked section. The collision fouled the down line and the wreckage of the two trains was run into by a down special goods train running on that line. The driver of the troop special was killed and a passenger injured. The rolling-stock and permanent-way were considerably damaged.

Nos. 18 down passenger and 61 up goods trains collided between a temporary block hut at mile 230-6¼ and Dadpur block hut, *East Indian railway*, on the 17th December 1907, due to the failure of the staff to give a caution order to the driver of the up goods train at Jhajha. Eight third class passengers were killed and eighteen injured. The guard of the goods train was also slightly injured. The rolling-stock was considerably damaged.

Nos. 5 up and 12 down passenger trains collided at mile 935-2, between Ludhiana and Ladhowal, *North Western State railway*, on the 25th December 1907, due to the disregard of rules by the assistant station master, Ladhowal. Fifteen passengers and six railway servants were killed, and 3 passengers and 4 railway servants injured. The rolling-stock was considerably damaged.

Damages by floods and rainfall.

18. On the *Bengal-Nagpur railway* heavy rain in March caused a flood in the Damoodah river near Asansol, resulting in damage to a diversion which had been put in by the side of the Damoodah bridge and in temporary suspension of traffic. In September, owing also to heavy rain, a 20-feet arched bridge near Anara on the Sini-Asansol section was scoured away.

Heavy rain in June and August caused several breaks on the *Bombay, Baroda and Central India railway system.* The Tapti Valley line was breached at

mile 132 for a length of 540 feet and passengers and goods had to be transhipped for six days in June. In August slips occurred in the banks at mile 61 and between miles 151 and 171 on the main line of the Bombay, Baroda and Central India railway, the down line between miles 150 and 163 being blocked in consequence for three days. On the Rajputana-Malwa railway about 300 feet of ballast and earthwork were washed away at Kharwa station in August and during the same month the main line was breached at mile 450 for a distance of about 200 feet, necessitating the transhipment of passengers for two days. The Palanpur-Deesa line was also breached in several places and a number of rail openings and an arched culvert and a girder bridge were damaged.

Heavy floods in August and September, caused mainly by the overflow of a tributary of the Poonpoon, breached the Moghal Sarai-Gya and South Behar lines and the Daltonganj branch of the *East Indian railway* in several places.

Owing to heavy rain in July the return walls of culverts and girder openings between miles 273 and 280 on the South-East line of the *Great Indian Peninsula railway* were slightly damaged and the newly made banks of the arsenal and factory sidings at Kirkee subsided, rendering the road unsafe for traffic. In August, owing to the same cause, the bank of a culvert at mile 695 on the Bina-Baran section was breached for a length of 19 feet, the line also being seriously damaged in several places.

On the *Madras railway system*, owing to the bursting of a tank in June near the Narasapatnam Road station on the North-East line, the station yard was flooded and the ballast and portions of the bank at mile 437 were carried away. In August a bridge at mile 395 on the North-West line and another at mile 38 on the Shoranur-Cochin line were considerably damaged by floods, and in December, owing to the overflow of the Musi river, the North-East line was breached at miles 172, 177 and 178. Several slips occurred in November on the Nilgiri line at miles 6, 9 and 12, necessitating transhipment of traffic for three weeks.

Owing to heavy floods in August, the *North Western State railway* was breached at miles 527, 529, 530 and 537 on the Sind-Peshin section, a pier and two girders at mile 527 and about half a mile of line at mile 530 being washed away. During the same month the line at mile 1,116 near Peshawar cantonment was under water for a length of about a quarter of a mile owing to the overflow of the Bassi Nalla.

The last nine miles of the Katarnian Ghat branch of the *Bengal and North-Western railway* were closed for 4 months (July to October) in consequence of high floods, and the Bhikna-Thoree branch was closed from July to December on account of heavy rains. On the Tirhoot section the line between Pertabganj and Khanwa Ghat was breached in several places in June.

The Tharawaw branch of the *Burma railways*, 24 miles, *i.e.*, the link between the main line and the Bassein-Henzada branch, was closed to traffic from the 28th June; two miles of line near the Tharawaw end were dismantled and three large gaps of a total length of 800 feet were made in the railway embankment to pass an expected high flood of the Irrawaddy river, as it was feared that the railway bank would cause a heading up of the flood waters, throw them back into the river and endanger the bund which protects the town of Henzada. These fears were not however realized, and the line was restored, diversions being put in at the sites of the gaps, and traffic over the branch was resumed with effect from the 5th November. Heavy rain in July breached the line in several places extending from mile 666 to mile 671 and from mile 673 to mile 674, rendering the line unsafe for the passage of trains. Traffic was interrupted entirely for a day and had to be transhipped thereafter for three days. In August, owing to the same cause, a portion of the line between miles 405 and 406 was flooded to a depth of two feet. The line was slewed 4 feet and through communication restored.

On the *Jodhpur-Bikaner railway*, heavy rain considerably damaged the line between Luni Junction and Bhachbhar (miles 44 and 180), resulting in the through communication with Sind being interrupted for four days. In August, owing to a heavy flood in the Khari, Guiya and Luni rivers which continued for four days, all coaching traffic intended for despatch *viâ* Marwar railway junction was diverted *viâ* Phulera and Kuchaman Road.

On the *Southern Mahratta railway*, owing to heavy rain in August, a bridge at mile 14 was washed away, and the through running of trains was interrupted for about a week.

Railway staff.

19. The total number in railway employ at the close of the year was 516,756, of which 7,180 were Europeans, 9,982 Eurasians and 499,594 Natives. Of the Europeans and Eurasians 13,816 were enrolled as volunteers.

20. It was found necessary to raise the pay of several classes of railway employés during the year, owing to the increase in the cost of living and the greater demand that now exists for trained employés and skilled labour.

21. Some minor alterations in the Provident Fund Rules in the direction of rendering them more suitable to meet certain contingencies were introduced on various lines.

22. The use of railway schools continued to be appreciated, and at the close of 1907 there were 7,140 children and 11,678 apprentices and workmen.

Railway surveys.

23. The following surveys were completed during 1907 :—

By the *Bombay, Baroda and Central India railway*, from Bharatpur to Agra, about 33 miles, both for a mixed (5′ 6″ and 5′ $3\frac{3}{8}$″) and a separate 5′ 6″ gauge track.

In connection with the *Eastern Bengal State railway*, the survey, on the 3′ $3\frac{3}{8}$″ gauge of a line from mile 85·8 of the Katihar-Godagari railway near Nachoul *viâ* Rampur Boalia to Abdulpur on the Northern section, 50·50 miles.

By the *East Indian railway*, on the 5′ 6″ gauge, (1) from Phaphund to Auriya, 12·69 miles, and (2) the preliminary survey for a line from Sainthia to Berhanpur, about 40 miles.

By the *Great Indian Peninsula railway*, on the 5′ 6″ gauge, (1) from Amraoti *viâ* Morsi to Sonnair, 98·06 miles, (2) from Borkhedi to Hinganghat, 26·06 miles, (3) from Cawnpore to Khairada (7 miles west of Banda), 75·92 miles, (4) from Karwi to Rajapur, 18·84 miles by the direct route and 21·21 miles by the alternative route and (5) a reconnaissance survey from Bir to Bhopal, 102 miles; also (6), on both the 2′ 6″ and 5′ 6″ gauges, from Sumerpur on (3) *viâ* Rath to Belatal, 64·55 miles.

By the *Madras railway*, on the 5′ 6″ gauge, for the realignment of the south-west line from mile 198·06 to mile 211·74 through the town of Salem.

By the *Nizam's Guaranteed State railways*, on the 3′ $3\frac{3}{8}$″ gauge, a reconnaissance survey from Nanded to the Paingunga river, 69·55 miles.

By the *North Western State railway*, on the 5′ 6″ gauge, (1) the Jullundur Doab group railways comprising a line from Hoshiarpur *viâ* Jullundur, Kapurthala, Sultanpur, Nur Mahal, Phagwara to Nawa Shahr with branches to Garh Shankar and Rahon, 124·27 miles, (2) from Patti to Kasur, 27·46 miles, (3) for doubling the line between Amritsar and Saharanpur excluding the Beas, Sutlej and Jumna bridges, 195·55 miles, (4) from Dhak to Katha, 11·04 miles; and (5), on the 2′ 6″ gauge, for an extension of the Kalka-Simla railway from its present terminus at Simla to the old Bullock train offices, about ½ a mile.

By the *Assam-Bengal railway*, reconnaissance surveys on the 3′ $3\frac{3}{8}$″ gauge (1) from Bhairab Bazar to Dacca, 44 miles, and (2) from Bhairab Bazar to Tangi, 38 miles.

By the *Bengal and North-Western railway*, on the 3′ $3\frac{3}{8}$″ gauge, (1) from Azamgarh to Goshainganj, 68·75 miles, (2) from Bansdih Road to Manir Ghat, 13 miles, (3) from Chupra to Mushrakh, 26·25 miles, (4) from Khagaria to Darbhanga, 62·31 miles, (5) from Muzaffarpur to Darbhanga, 38·38 miles, with a branch from Tewarah to Sitamarhi, 30·05 miles, and (6) from Shakarpura on (4) to Samastipur, 28·10 miles.

By the *Burma railways*, on the 3′ $3\frac{3}{8}$″ gauge, (1) from Malagon to Dawbong on the Irrawaddy, 3·79 miles, (2) from Shwebo to Ye-u, 22·09 miles, and (3) from Myingyan to Natogyi, 18·75 miles.

In connection with railways in Burma surveys were also carried out of lines on the 3′ 3⅜″ gauge (1) from Buthidaung to Maungdaw, 16·91 miles, and (2) from Moulmein to Myawaddy, 76·20 miles.

By the *Jodhpur-Bikaner railway*, from Degana to Hissar, 197·19 miles, on the 3′ 3⅜″ gauge.

By the *Rohilkund and Kumaon railway*, (1) from Pilibhit to Shahjahanpur, 56·72 miles, on the 3′ 3⅜″ gauge, and (2) from Shahjahanpur to Carewganj, 13·68 miles, on the 2′ 6″ gauge.

By the *South Indian railway*, (1) from Rameswaram to Danishkodi, 11·30 miles, and (2) from Trichinopoly to Panruti, 93·39 miles, both on the 3′ 3⅜″ gauge.

By the *Southern Mahratta railway*, (1) a reconnaissance survey from Dodbele to the Kolar Gold-Fields, 72½ miles, and (2) from Ramanamalai to Kunnivehalli, 8 miles, both on the 3′ 3⅜″ gauge.

24. The following surveys were in progress :—

By the *Bengal-Nagpur railway*, (1) from Amda to Gurumaishini, 48 miles, on the 5′ 6″ gauge ; (2) from Mandla to Mungeli, about 85 miles, and (3) from Nagpur to Chhindwara, 80 miles, both on the 2′ 6″ gauge ; and (4) a re-survey, on the 5′ 6″ gauge, of the Vizianagram-Parbatipur section, 49 miles, of the Vizianagram-Raipur railway.

By the *Great Indian Peninsula railway*, on the 5′ 6″ gauge, (1) from Amla to Hardagarh, 30 miles, (2) from Nagpur to Katol, 37 miles, and (3) the realignment of the Nagpur-Itarsi line between Katol and Bailana ; on the 2′ or 2′ 6″ gauge, (4) from Kalyan *viâ* Belapur and Panwel to Karjat, 47 miles, and (5) a reconnaissance survey from Chowk *viâ* Pen to Nagothna, 37 miles.

By the *North Western State railway*, (1) from Kasur *viâ* Haveli and Pakpattan to Lodhran, 210 miles, on the 5′ 6″ gauge, and (2) from Mundra to Basal, 100 miles, on the 2′ 6″ gauge.

By the *Oudh and Rohilkhand State railway*, on the 5′ 6″ gauge, (1) from Phaphamau *viâ* Mustafabad to Rae Bareli, 69 miles, (2) from Mustafabad to Unao or Cawnpore bridge, 69 miles, and (3) from Rae Bareli to Dalmau, 14 miles.

By the *Bengal and North-Western railway*, on the 3′ 3⅜″ gauge, from Partabganj to Bhimnagar, 13¾ miles.

By the *Barsi Light railway*, from Tadwale to Latur, 37 miles, on the 2′ 6″ gauge.

APPENDIX 1.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Sub-head	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification.									Remarks.
						State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
						State railway.	Company.				Native State itself.	Company.	State railway.		
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
	A														
(b)	Agra-Delhi Chord.	A.D.C.	Great Indian Peninsula Ry. Co.	15-11-04	5′ 6″	...	125·99	...	...	...	...	...	...	..	
(h)	Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-2-03	3′ 3⅜″	...	...	...	33·50	...	...	...	...	...	Rebate lines.
(i)	Ahmedabad-Parantij.	A. P.		1-5-97	3′ 3⅜″	...	...	...	54·79	...	...	...	...	...	
(b)	Amritsar-Patti .	A. P. T.	North Western State Ry.	21-9-06	5′ 6″	...	...	...	27·49	...	...	...	...	...	
(a)	Assam-Bengal .	A. B.	Assam-Bengal Ry. Co.	1-7-95	3′ 3⅜″	...	776·28	...	...	...	...	...	...	...	Includes 4·44 miles Noakhali to Shaheb Ghatta temporarily closed for traffic.
(b)	Azhikal-Mangalore	A. M.	Madras Ry. Co. ...	21-8-06	5′ 6″	...	77·26	...	...	...	...	...	...	...	
	B														
(a)	Baraset-Basirhat Light.	B.B.L.	Baraset-Basirhat Light Ry. Co.	1-2-05	2′ 6″	...	...	...	26·06	...	...	...	...	...	Subsidized by District Board.
(a)	Barsi Light . .	B. L.	Barsi Light Ry. Co.	1-3-97	2′ 6″	...	...	...	78·50	...	...	...	...	...	Government land provided free.
(b)	Bellary-Bayadrug .	B. R.	Southern Mahratta Ry. Co.	1-7-05	3′ 3⅜″	...	33·35	...	...	...	...	...	...	...	
(a)	Bengal and North-Western.	B. & N.W.	Bengal and North-Western Ry. Co.	2-4-84	3′ 3⅜″	...	...	...	1,014·90	...	...	...	...	...	Government land provided free.
(a)	Bengal Dooars .	B. D.	Bengal Dooars Ry. Co.	15-1-93	3′ 3⅜″	...	...	...	36·40	...	...	...	...	...	Subsidized by District Board.
(b)	Bengal Dooars Extensions.	B. D. E.		20-4-00	3′ 3⅜″	...	...	...	116·56	...	...	...	...	...	Government land provided free.
(a)	Bengal-Nagpur .	B. N.	Bengal-Nagpur Ry. Co.	1880	5′ 6″	...	1,733·86	...	...	...	...	...	...	...	
(b)	Bezwada Extension	B. E.	Nizam's Guaranteed State Rys. Co.	10-2-89	5′ 6″	...	20·58	...	...	...	...	...	...	...	
(a)	Bhavnagar-Gondal-Junagad-Porbandar	B. G. J. P.	Bhavanagar Gondal-Junagad-Porbandar Ry.	20-12-80	3′ 3⅜″	...	...	...	...	...	334·19	...	...	...	Includes 5·23 miles of dock estate and quarry lines.
(c)	Bhopal-Itarsi (British section).	B. I.	Great Indian Peninsula Ry. Co.	1-6-82	5′ 6″	...	13·11	...	...	...	...	...	...	...	
	Bhopal-Itarsi (Native State section).			18-11-84	5′ 6″	...	...	...	...	...	...	44·28	...	...	
(d)	Bhopal-Ujjain .	B. U.		11-11-95	5′ 6″	...	...	...	...	...	...	113·27	...	...	
(b)	Bikaner . . .	J. B. B.	Jodhpur-Bikaner Ry.	9-12-91	3′ 3⅜″	...	...	...	...	...	245·35	...	...	...	
(c)	Bina-Goona-Baran.	B. G. B.	Great Indian Peninsula Ry. Co.	23-9-95	5′ 6″	...	...	...	...	...	...	145·63	...	...	
(c)	Birur-Shimoga .	B. S. G.	Southern Mahratta Ry. Co.	1-12-99	3′ 3⅜″	...	...	...	...	...	...	37 92	...	...	
(a)	Bombay, Baroda and Central India.	B. B. & C.I.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5′ 6″	...	504·35	...	...	...	...	...	...	...	Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.
(a)	Bukhtiarpore-Behar Light.	B. B.	Bukhtiarpore-Behar Light Ry. Co.	1-7-03	2′ 6″	...	...	...	18·50	...	...	...	...	...	Subsidized by District Board.
(a)	Burma . . .	B.	Burma Rys. Co.	2-5-77	3′ 3⅜″	...	1,340·15	...	...	...	...	...	...	...	
(b)	Burma Extension .	B. R. E.		15-4-07	3′ 3⅜″	..	134·77	...	..	...	...	...	...	...	
	C														
(c)	Cawnpore-Burhwal (metre gauge link)	C. B. M.	Oudh and Rohilkhand State Ry.	24-11-96	3′ 3⅜″	79·60	...	...	...	...	...	...	...	...	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge of the Oudh and Rohilkhand State railway.
(d)	Cooch-Behar .	C. B.	Eastern Bengal State Ry.	15-9-03	2′ 6″	...	...	...	...	...	...	...	33·60	...	
(a)	Cutch . . .	C.	Cutch Ry.	18-5-05	2′ 6″	...	...	...	...	..	11·67	...	...	...	
	D														
(k)	Dandot Light .	D. L.	North Western State Ry.	5-7-89	2′ 0″	6·18	...	...	...	..	...	...	...	...	
(a)	Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2′ 0″	...	...	...	51·00	...	...	...	...	...	Subsidized by the Local Government.
(b)	Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-91	5′ 6″	...	...	...	162·36	...	...	...	...	...	Subsidized by the Government of India.
(a)	Deoghur . .	D.	Deoghur Ry. Co. .	23-12-82	3′ 3⅜″	...	...	...	4·79	...	...	...	...	...	Government land provided free.
			Carried over .			85·78	4,758·70	...	1,624·70	...	591·21	341·10	33·60	...	

APPENDIX 1—*contd.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		D—*concld.*			Brought forward		85·78	4,758·70	...	1,624·76	...	591·21	341·10	33·60	...	
13	(b)	Dharangadra . .	D.H.R.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	1-6-98	3′ 3⅜″	...	...	...	...	...	20·83	...	...	...	
16	(a)	Dibru-Sadiya .	D. S.	Assam Railways and Trading Co.	Aug. 82	3′ 3⅜″	...	...	...	77·50	...	...	...	...	...	Subsidized by Local Government.
		E														
		Eastern Bengal State—														
		Behar, Kaunia-Dhubri and Northern sections.			28-8-77	3′ 3⅜″	625·19	...	...	...	...	...	...	...	...	
3	(b)	British section, Santrabari extension and Ranaghat-Krishnagar and Teesta-Kurigram branches.	E.B. S. M.	Eastern Bengal State Ry.	18-7-81	2′ 6″	55·03	...	...	...	...	...	...	...	...	
		Dacca section .			4 1-85	3′ 3⅜″	85·92	...	...	...	...	...	...	...	...	
3	(a)	Central, Eastern and Southern sections.	E.B.S.		2-1-62	5′ 6″	507·47	...	...	...	...	...	...	...	...	
4	(a)	East Indian . .	E. I.	East Indian Ry. Co.	15-8-54	5′ 6″	...	2,208·29	...	...	...	...	...	...	...	
		G														
2	(c)	Gaekwar's Dabhoi	G. D.	Bombay, Baroda and Central India Ry. Co.	8-4-73	2′ 6″	...	...	...	...	...	...	94·48	...	...	
2	(j)	Gaekwar's Mehsana	G. M.		21-3-87	3′ 3⅜″	...	...	...	...	...	...	92·63	...	...	
2	(b)	Godhra-Ratlam-Nagda.	G. R. N.		16-1-93	5′ 6″	...	141·14	...	...	...	...	...	...	...	
5	(a)	Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5′ 6″	...	1,561·63	...	...	...	...	...	...	...	
21	(d)	Guntakal-Mysore Frontier.	G. M. F.	Southern Mahratta Ry. Co.	1-3-92	3′ 3⅜″	...	119·50	...	...	...	...	...	...	...	
5	(g)	Gwalior Light .	G. L.	Great Indian Peninsula Ry. Co.	2-12-99	2′ 0″	...	...	...	...	...	...	183·53	...	...	
		H														
9	(b)	Hardwar-Dehra .	H. D.	Oudh and Rohilkhand State Ry.	1-3-00	5′ 6″	...	...	32·04	...	...	...	...	...	...	Guaranteed under modern contract.
21	(e)	Hindupur (Yeswantpur-Mysore Frontier).	H.	Southern Mahratta Ry. Co.	15-12-92	3′ 3⅜″	...	...	...	...	...	...	51·35	...	...	
21	(f)	Hospet-Kottur .	H. K.		1-4-05	3′ 3⅜″	...	48·03	...	...	...	...	...	...	...	
34	(a)	Howrah-Amta Light.	H. A.	Howrah-Amta Light Ry. Co.	1-7-97	2′ 0″	...	...	...	37·19	...	...	...	...	...	Subsidized by District Board.
35	(a)	Howrah-Sheakhala Light.	H. S.	Howrah-Sheakhala Light Ry. Co.	2-8-97	2′ 0″	...	...	...	19·75	...	...	...	...	...	Subsidized by District Board.
7	(c)	Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Rys. Co.	21-10-99	3′ 3⅜″	...	...	...	...	...	...	391·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
		I														
5	(f)	Indian Midland .	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5′ 6″	...	809·85	...	...	...	...	...	...	...	
					Carried over		1,359·39	9,647·14	32·04	1,759·20	...	612·04	1,154·22	33·60	...	

APPENDIX 1—*contd.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification.								Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
							State railway.	Company.				Native State itself.	Company.	State railway.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
					Brought	forward	1,359·39	9,647·14	32·04	1,759·20	...	612·04	1,154·22	33·60	...	
		J														
2	(k)	Jaipur (Siwai Madhopur).	J. S. M.	Bombay, Baroda and Central India Ry. Co.	10-11-05	3′ 3⅜″	...	...	...	...	...	...	72·84	...	...	
8	(c)	Jammu and Kashmir (Native State section).	J. K.	North Western State Ry.	15-3-90	5′ 6″	...	...	...	...	...	...	...	15·98	...	The British section of this railway forms an integral portion of the North Western State railway.
13	(c)	Jamnagar . .	J. N.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	8-4-97	3′ 3⅜″	...	...	...	...	...	54·22	...	...	...	Includes 3·93 miles of dock estate lines.
13	(d)	Jetalsar-Rajkot .	J. R.		12-4-93	3′ 3⅜″	...	...	...	...	...	46·21	...	...	...	
17	(a)	Jodhpur . .	J. B.	Jodhpur-Bikaner Ry.	24-6-82	3′ 3⅜″	...	...	...	...	...	463·89	...	...	...	
17	(c)	Jodhpur-Hyderabad (British section).	J. H.		18-8-92	3′ 3⅜″	...	123·98	...	...	...	...	...	...	...	Worked by the Jodhpur-Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
36	(a)	Jorhat . . .	J.	Jorhat Ry. . .	15-12-84	2′ 0″	31·75	...	...	...	...	...	...	...	...	
1	(b)	Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry. Co.	18-4-03	2′ 6″	...	250·10	...	...	...	...	...	...	...	
		K														
8	(h)	Kalka-Simla .	K. S.	North-Western State Ry.	9-11-03	2′ 6″	59·44	...	...	...	...	...	...	...	...	
30	(b)	Karaikkal-Peralam	K. P.	South Indian Ry. Co.	14-3-98	3′ 3⅜″	...	...	...	...	...	...	...	...	14·65	
8	(i)	Khushalgarh-Kohat-Thal.	K. K.T	North Western State Ry.	25-5-02	2′ 6″	91·73	...	...	...	...	...	...	...	...	
6	(c)	Kolar Gold-fields .	K. G.	Madras Ry. Co. .	1-6-94	5′ 6″	...	...	...	...	...	...	9·88	...	...	
21	(g)	Kolhapur . .	K. L.	Southern Mahratta Ry. Co.	21-4-91	3′ 3⅜″	...	...	...	...	...	...	29·27	...	...	
		L														
16	(b)	Ledo and Tikak-Margherita Colliery.	L. T.	Assam Railways and Trading Co.	17-2-84	3′ 3⅜″	...	...	...	...	8·50	...	...	...	...	
19	(b)	Lucknow-Bareilly .	L. B.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3⅜″	...	237·04	...	...	...	...	...	...	...	
8	(d)	Ludhiana-Dhuri-Jakhal.	L. D. J.	North Western State Ry.	10-4-01	5′ 6″	...	...	...	...	...	...	...	78·65	...	
		M														
6	(a)	Madras . .	M.	Madras Ry. Co.	1-7-56	5′ 6″	...	...	905·02	...	...	...	...	...	...	Guaranteed under old contract.
6	(d)	Madras (North-East line).	M. N. E.		20-2-93	5′ 6″	...	498·03	...	...	...	...	...	...	...	Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut and 1·08 miles of 3′ 3⅜″ gauge line between Kistna Block hut and Tadepalli.
5	(h)	Matheran . .	M. T. H.	Great Indian Peninsula Ry. Co.	22-3-07	2′ 0″	...	...	...	12·61	...	...	...	...	...	Government land provided free.
6	(g)	Morappur-Dharmapuri.	M. D.	Madras Ry. Co. ...	18-1-06	2′ 6″	...	18·53	...	...	...	...	...	...	...	
18	(a)	Morvi . .	M. R. W.	Morvi Ry. . .	11-3-86	3′ 3⅜″	...	...	...	...	...	73·94	...	...	...	
					24-3-87	2′ 6″	...	...	...	...	...	20·70	...	...	...	
1	(c)	Mourbhanj . .	M. B.	Bengal-Nagpur Ry. Co.	20-1-05	2′ 6″	...	...	...	...	...	...	32·41	...	...	
3	(c)	Mymensingh-Jamalpur-Jagannathganj.	M. J. J.	Eastern Bengal State Ry.	15-10-98	3′ 3⅜″	...	...	...	53·90	...	...	...	...	...	Rebate line.
21	(h)	Mysore-Nanjangud	M. N.	Southern Mahratta Ry. Co.	1-12-91	3′ 3⅜″	...	...	...	...	...	...	15·80	...	...	
21	(i)	Mysore Section (Southern Mahratta).	M. S.		1-2-81	3′ 3⅜″	...	296·22	...	...	...	...	...	...	...	
		N														
2	(c)	Nagda-Muttra .	N. M.	Bombay, Baroda and Central India Ry. Co.	15-7-07	5′ 6″	...	101·00	...	...	...	...	...	...	...	
2	(d)	Nagda-Ujjain .	N. U.		15-7-96	5′ 6″	...	...	...	...	...	...	34·32	...	...	
6	(e)	Nilgiri . .	N.	Madras Ry. Co. .	15-6-99	3′ 3⅜″	...	16·99	...	...	...	...	...	...	...	
	(a)	Nizam's Guaranteed State.	N. G. S.	Nizam's Guaranteed State Rys. Co.	9-10-74	5′ 6″	...	...	...	...	...	...	330·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work.
8	(a)	North Western State.	N. W.	North Western State Ry.	13-5-61	5′ 6″	3,423·47	...	...	...	...	...	...	...	...	Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura, over which the Rajputana-Malwa railway trains also work.
8	(j)	Nowshera-Durgah.	N. D.		1-1-01	2′ 6″	40·25	...	...	...	...	...	...	...	...	
		O														
9	(a)	Oudh and Rohilkhand State.	O. & R.	Oudh and Rohilkhand State Ry.	23-4-67	5′ 6″	1223·23	...	...	...	...	...	...	...	...	Includes 16·79 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge and 1·81 miles of 3′ 3½″ gauge, between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city station at Benares.
					Carried over .		6,229·26	11,189·03	937·06	1,825·71	8·50	1,271·00	1,678·87	128·23	14·65	

APPENDIX 1—*concld.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head	Number. Sub-head	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification.								Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.
							State railway.	Company.				Native State itself.	Company.	State railway.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
					Brought	forward	6,229·26	11,189·03	937·06	1,825·71	8·50	1,271·00	1,678·87	128·23	14·65	
		P														
2	(*l*)	Palanpur-Deesa .	P. D.	Bombay, Baroda and Central India Ry. Co.	8-11-93	3′ 3⅜″	...	17·28	...	...	...	...	...	...	...	This line is the joint property of Government and the Palanpur Durbar.
1	(*d*)	Parlakimedi Light	P.L.L.	Bengal-Nagpur Ry. Co.	1-4-00	2′ 6″	...	...	...	...	...	...	24·62	...	...	
2	(*e*)	Petlad-Cambay (Anand-Tarapur section).	P.C.A.	Bombay, Baroda and Central India Ry. Co.	5-5-90	5′ 6″	...	...	...	...	...	...	21·50	...	...	
2	(*f*)	Petlad-Cambay (Tarapur-Cambay section).	P.C.T.		20-6-01	5′ 6″	...	...	...	...	...	...	12·30	...	...	
20	(*c*)	Pondicherry . .	P.	South Indian Ry. Co.	15-12-79	3′ 3⅜″	...	...	...	...	...	...	...	...	7·85	
19	(*c*)	Powayan Light .	P.W.L.	Rohilkund and Kumaon Ry. Co.	17-6-90	2′ 6″	...	...	...	39·50	...	...	...	...	...	Government land provided free.
1	(*e*)	Purulia-Ranchi .	P. R.	Bengal-Nagpur Ry. Co.	15-11-07	2′ 6″	...	72·45	...	...	...	...	...	...	...	
		R														
1	(*f*)	Raipur-Dhamtari .	R. D.		10-9-00	2′ 6″	...	56·94	...	...	...	...	...	...	...	
2	(*p*)	Rajpipla . .	R.	Bombay, Baroda and Central India Ry. Co.	1-7-97	2′ 6″	...	...	...	...	...	...	37·37	...	...	
8	(*e*)	Rajpura-Bhatinda	R. B.	North Western State Ry.	1-11-84	5′ 6″	...	...	...	...	...	...	...	107·05	...	
2	(*m*)	Rajputana-Malwa .	R. M.	Bombay, Baroda and Central India Ry. Co.	14-2-73	3′ 3⅜″	...	1,778·06	...	...	...	...	...	...	...	Includes 2·10 miles at Ujjain, and 3·07 miles between Idgah (Agra) and Jumna bridge (Agra) stations laid on the 5′ 6″ gauge and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work.
19	(*a*)	Rohilkund and Kumaon.	R. & K.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3⅜″	...	...	...	170·87	...	...	...	...	...	Subsidized by the Government of India.
		S														
21	(*f*)	Sangli . . .	S.	Southern Mahratta Ry. Co.	1-4-07	3′ 3⅜″	...	...	...	...	...	...	4·90	...	...	
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	S. S.	Shahdara (Delhi)-Saharanpur Light Ry. Co.	7-5-07	2′ 6″	...	...	...	93·02	...	...	...	...	...	Government land provided free.
6	(*f*)	Shoranur-Cochin .	S. C.	Madras Ry. Co. .	2-6-02	3′ 3⅜″	...	...	...	...	...	...	64·75	...	...	
4	(*c*)	South Behar . .	S. B.	East Indian Ry. Co.	5-7-99	5′ 6″	...	...	...	78·76	...	...	...	...	...	Leased line.
20	(*a*)	South Indian .	S. I.	South Indian Ry. Co.	15-7-61	3′ 3⅜″	...	1,129·85	...	...	...	...	...	...	...	
21	(*a*)	Southern Mahratta	S. M.	Southern Mahratta Ry. Co.	24-3-84	3′ 3⅜″	...	1,042·91	...	...	...	...	...	...	...	
8	(*f*)	Southern Punjab .	S. P.	North Western State Ry.	10-11-97	5′ 6″	...	...	...	423·75	...	...	...	...	...	Rebate line.
8	(*g*)	Southern Punjab "Ludhiana" Extension.	S. P. E.		10-6-05	5′ 6″	...	...	...	152·04	...	...	...	...	...	
		T														
20	(*d*)	Tanjore District Board.	T. D. B.	South Indian Ry. Co.	2-4-94	3′ 3⅜″	...	...	...	103·36	...	...	...	...	...	
2	(*g*)	Tapti Valley .	T. V.	Bombay, Baroda and Central India Ry. Co.	1-12-98	5′ 6″	...	...	...	155·48	...	...	...	...	...	Rebate line.
30	(*a*)	Tarakeshwar-Magra Light.	B. P.	Bengal Provincial Ry. Co.	7-11-94	2′ 6″	...	...	...	...	33·27	...	...	...	...	
4	(*d*)	Tarkessur .	T.	East Indian Ry. Co.	1-1-85	5′ 6″	...	...	...	22·23	...	...	...	...	...	Government land provided free.
31	(*a*)	Tezpore-Balipara Light.	T. B.	Tezpore-Balipara Light Ry. Co.	9-8-94	2′ 6″	...	...	...	20·10	...	...	...	...	...	Subsidized by District Board.
20	(*e*)	Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3′ 3⅜″	...	50·48	...	...	...	...	...	...	...	
20	(*f*)	Tinnevelly-Quilon, (Travancore) (Native State section)	T. Q. N.		1-8-03	3′ 3⅜″	...	...	...	...	...	...	57·98	...	...	
11	(*b*)	Tirhoot State .	T. S.	Bengal and North-Western Ry. Co.	1-11-75	3′ 3⅜″	...	763·54	...	...	...	...	...	...	...	
6	(*h*)	Tiruppattur-Krishnagiri.	T. K.	Madras Ry. Co.	18-9-05	2′ 6″	...	25·38	...	...	...	...	...	...	...	
		U														
22	(*a*)	Udaipur-Chitor .	U. C.	Udaipur-Chitor Ry.	1-8-95	3′ 3⅜″	...	...	...	...	...	67·30	...	...	...	
		V														
2	(*n*)	Vijapur-Kalol-Kadi	V.K.K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3′ 3⅜″	...	...	...	...	...	...	41·37	...	...	
		W														
21	(*k*)	West of India Portuguese.	W. I. P	Southern Mahratta Ry. Co.	17-1-87	3′ 3⅜″	...	...	...	...	...	...	...	...	51·10	
		Total mileage of railways open in India and Burma on the 31st December 1907.				5′ 6″	5,154·17	7,795·09	937·06	1,022·11	...	...	711·31	201·68	...	
						3′ 3⅜″	790·71	7,907·43	...	1,666·48	8·50	1,305·93	859·94	...	73·60	
						2′ 6″	246·45	423·40	...	275·68	33·27	32·37	188·88	33·60	...	
						2′ 0″	37·93	...	...	130·55	...	...	183·53	...	...	
						Total..	6,229·26	16,125·92	937·06	3,094·82	41·77	1,338·30	1,943·66	235·28	73·60	

APPENDIX 2.

Mileage added to the railway system of India during the calendar year 1907 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	Additions, in miles, made to open mileage during 1907.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	(a)	Bengal-Nagpur.	Bengal-Nagpur.	Bhojudih to Gomoh ...	1st January 1907.	25·64	...	...	...				
				Kamptee to Wagoli ...	9th June 1907	7·00	...	...	...				
				Wagoli to Ramtek ...	26th September 1907.	7·74	...	...	...				
	(b)		Jubbulpore-Gondia Extension.	Khirsadoh to Barkuhi ...	21st March 1907	...	...	5·05	...				
	(c)		Purulia-Ranchi	Purulia to Ranchi ...	15th November 1907.	...	...	72·45	...	40·38	...	77·50	...
2	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	Nagda to Morak ...	15th July 1907.	101·00	...	...	...				
	(k)		Jaipur (Siwai Madhopur).	Nawai to Siwai Madhopur	17th October 1907.	...	40·66	...	...	101·00	40·66	...	...
3	(a)	Eastern Bengal State.	Eastern Bengal State.	Durgapur to Rajbari ...	1st July 1907	4·51	...	...	...				
				Lalgola to Lalgola Ghat ...	15th July 1907	2·75	...	...	...				
				Tiljala to Kakurgachi Road	1st February 1907.	2 26	...	...	...	9·52	...	...	...
4	(a)	East Indian ...	East Indian	Jumna Bridge (Agra) to Agra City.	15th October 1907.	1·75	...	...	...				
				Khurja to Bulandshahr ...	7th February 1907	14·00	...	...	...				
				Bulandshahr to Hapur ...	15th April 1907	25·54	...	...	...	41·29	...	...	...
5	(h)	Great Indian Peninsula.	Matheran ...	Neral to Matheran ...	22nd March 1907.	...	...	...	12 61	...	...	...	12 61
6	(a)	Madras ...	Madras ...	Basin Bridge to Washermenpet.	15th March 1907	1·01	...	...	...				
	(b)		Azhikal-Mangalore.	Kumbla to Mangalore ...	3rd July 1907	20·91	...	...	...				
	(d)		Madras (North East line.)	Basin Bridge to Korukkupettai.	15th March 1907.	0·85	...	...	...	22·77	...	...	...
8	(a)	North Western State.	North Western State.	Sangla Hill to Shahdara (near Lahore).	10th April 1907	55·57	...	...	...	55·57	...	...	...
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Mariahu to Zafarabad ...	1st January 1907.	10·67	...	...	...	10·67	...	...	...
11	(a)	Bengal and North-Western.	Bengal and North Western.	Daronda to Maharajgunj...	1st April 1907	...	3·90	...	...				
				Gorakhpur to Chhitauni Ghat.	7th February 1907.	...	60·17	...	...				
				Savan to Thawe ...	1st April 1907	...	17·82	...	...				
	(b)		Tirhoot ...	Bairagnia to Narkatiaganj	20th December 1907.	...	56·62	...	...				
				Mansi to Makhana Bazar...	15th December 1907.	...	16·04	...	...				
				Makhana Bazar to Bhaptiahi	1st March 1907	...	44 33	...	...				
				Narkatiaganj to Bagaha Ghat.	1st May 1907...	...	26·24	...	...	...	225·12	...	...
14	(b)	Burma ...	Burma Extensions.	Henzada to Danbi ...	15th April 1907	...	13·50	...	...				
				Pegu to the Sittang River	15th April 1907	...	31·50	...	...				
				Sittang River to Kyaikto...	15th August 1907.	...	15·00	...	...				
				Kyaikto to Kawkadut ...	14th September 1907.	...	11·27	...	...				
				Kawkadut to Martaban ...	25th September 1907.	...	63·50	...	...	...	134·77	...	...
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Lalkua to Ramnagar ...	20th April 1907	...	53.00	...	...	...	53·00	...	...
21	(a)	Southern Mahratta.	Southern Mahratta.	Branch to connect with the Sangli Railway.	1st April 1907	...	0·87	...	...				
	(j)		Sangli ...	Miraj to Sangli ...	1st April 1907	...	4·90	...	...	...	5·77	...	...
29	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Delhi Shahdara to Shamli	7th May 1907...	...	...	54·64	...				
				Shamli to Saharanpur ...	15th October 1907.	...	...	38·38	...	...	...	93·02	...
					Total mileage added during 1907 ...					281·20	459·32	170·52	12·61

APPENDIX 2—*concld.*

Mileage added to the railway system of India during the calendar year 1907 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	Additions, in miles, made to open mileage during the first quarter of 1908.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	5′ 6″	5′ 3⅜″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
MILEAGE ADDED FROM 1st JANUARY TO THE 31st MARCH 1908.													
3	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	Morak to Kotah ...	28th February 1908.	35·12	...	...	...	35·12	...	...	...
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Warora to Balharshah ...	1st February 1908.	37·59	...	...	...	37·59	...	...	...
8	(a)	North Western State.	North Western State.	Khushalgarh Bridge and approaches.	5th January 1908.	3·66	...	...	...	3·66	...	...	...
11	(a)	Bengal and North-Western.	Bengal and North-Western.	Pile Bridge at Bagaha and approaches.	15th February 1908.	...	1·48	...	...				
	(b)		Tirhoot ...	Saharsa to Budham G at...	15th March 1908.	...	18·61	...	...	...	20·09	...	...
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Moradabad to Kashipur ...	11th January 1908.	...	31·12	...	...	...	31·12	...	...
21	(l)	Southern Mahratta.	Bezwada-Masulipatam.	Bezwada to Masulipatam...	4th February 1908.	...	49·47	...	...	...	49·47	...	...
27	(a)	Dholpur-Bari	Dholpur-Bari	Dholpur to Bari ...	24th February 1908.	...	...	19·56	...	...	...	19·56	...
				Total mileage added from 1st January to the 31st March 1908 ...						76 37	100·68	19·56	...
				Grand total mileage open on the 31st March 1908 ...						15,897·79	12,713·27	1,253·21	342·01

APPENDIX 3.

Total railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

Calendar year.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroys.
1853	20	20	169	Marquis of Dalhousie.
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning.
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	2,507		
1864	451	2,958	1,501	Lord Lawrence.
1865	405	3,363		
1866	200	3,563		
1867	366	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,162		
1881	728	9,890	2,469	Marquis of Ripon.
1882	259	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava.
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne.
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin.
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	925	22,040		
1899	1,483	23,523	6,255	Lord Curzon.
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295		
1906	802	29,097	1,715	Earl of Minto.
1907	913	30,010		

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to t 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Bhojudih to Parthadihi.	1st November 1901.	2·28	...	...	...	Work stopped.
					Branch line near Khanoodih.	...	1·97	...	...	...	Work commenc
	(a)		Bengal-Nagpur	State line worked by company.	Kandri branch ...	13th August 1906.	2·53	...	...	...	Work commenc
					Vizianagram to Raipur.	26th January 1906.	310·62	...	...	...	Work commenc on the Vizia gram-Parbatip section, 52 mil only.
					Sini to Gurumaishini	19th October 1906.	44·00	...	...	...	Commencement work not aut rized.
1	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	State line worked by company.	Khirsadoh to Sirgora.	24th June 1904.	...	...	8·43	...	In abeyance.
					Nainpur to Mandla	23rd January 1901.	...	...	26·32	...	Work commenc
					Gondia to Chanda	26th August 1904.	...	...	148·65	...	Work commenc
	(g)		Gondia-Chanda Extension.	State line worked by company.	Nagbhir to Nagpur	26th August 1904.	...	...	63·75	...	Work commenc
						Total ...	361·40	...	247·15	...	
					Crossing of the Chambal river to Muttra.	1st August 1905.	199·07	...	...	...	Work commenc
	(c)		Nagda-Muttra	State line worked by Company.	Morak to the crossing of the Chambal river.	29th November 1904.	40·40	...	...	...	Portion sin opened.
					Chanasma to Bechraji.	15th July 1905	...	16·74	...	...	Work commenc
2	(j)	Bombay, Baroda and Central India.	Gaekwar's Mehsana.	Native State line worked by company.	Kheralu to Dabhora	16th June 1906	...	7·73	...	...	Work commenc
					Manund Road to Harij.	15th July 1905	...	21·37	...	...	Work commenc
	(q)		Kosamba-Zankavav.	Native State line worked by company.	Kosamba to Zankavav.	18th October 1907.	...	...	26·44	...	Not commenced
						Total ...	239·47	45·84	26·44	...	
					Forbesganj to the Nepal Frontier.	27th June 1905.	...	7·40	...	...	Work commenc
					Katihar to Godagari.	5th February 1904.	...	104·93	...	...	Work commenc
3	(b)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Kokrajhar to the Brahmaputra river opposite Gauhati.	31st October 1902.	...	112·93	...	...	Work commenc
						Total ...	...	225·26	...	...	
					Barharwa to Katwa	5th March 1906.	99·14	...	...	...	Work commenc
					Bhagalpur to Bausi	28th February 1905.	31·04	...	...	...	Work suspended.
					Borachuk to Sodepore.	14th July 1905.	4·50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai.	30th November 1905.	1·19	...	...	...	Not commenced.
4	(a)	East Indian ...	East Indian ...	State line worked by company.	Ghat line to Dhulian.	5th March 1906.	1·06	...	...	...	Work commenced
					Ghat line to Sajimpara.	5th March 1906.	2·50	...	...	...	Work commenced
					Hooghly to Katwa	23rd June 1905.	65·20	...	...	...	Work suspended.
					Toposi to Baraboni.	13th September 1906.	9·31	...	...	...	Not commenced.
					Mile 170¾ from Howrah on the Jharia branch to Chandore.	17th March 1903.	4·16	...	...	...	Work abandoned
						Total ...	218·10	...	...	...	
					Carried over ...	...	818·97	271·10	273·59	...	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to th 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward ...	...	818·97	271·10	273·59	...	
	(a)	Great Indian Peninsula.	Great Indian Peninsula.	State line worked by company.	Kurla to Mazagaon	17th February 1905.	6·87	...	...	...	Work commenced.
					Mahim link ...	17th February 1905.	1·32	...	...	...	Work commenced.
5					Warora to Balharshah.	22nd January 1904.	37·59	...	...	...	Since opened.
	(g)		Gwalior Light	Native State line worked by company.	Sabalgarh to Shiupur.	9th February 1904.	...	...	...	66·39	Work commenced.
	(i)		Baran-Kotah...	State line worked by company.	Baran to Kotah ...	26th January 1906.	40·78	...	...	...	Work commenced.
						Total ...	86·56	...	...	66·39	
	(e)	Madras	Nilgiri ...	State line worked by company.	Coonoor to Ootacamund.	6th November 1903.	...	11·75	...	...	Work commenced.
6	(i)		Salem-Attur ...		Salem to Attur ...	16th September 1903.	36·06	...	...	...	Commencement of work not authorised.
						Total ...	36·06	11·75	...	...	
					Kacha Garhi to mile 22·40.	11th July 1905	22·40	...	...	...	Work commenced.
					Khushalgarh bridge and approaches.	...	3·66	...	...	...	Since opened.
	(a)		North Western State.	State line worked by the State.	Lodhran to Khanewal.	17th March 1906.	56·59	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	24th July 1906.	130·65	...	...	...	Work commenced.
8	(l)	North Western State.	Jullundur-Kapurthala-Sultanpur (British section).	State line worked by the State.	Jullundur to the British Frontier.	7th August 1903.	...	...	6·80	...	Commencement of work not yet authorised and question of gauge not finally settled.
	(m)		Jullundur-Kapurthala-Sultanpur (Native State section).	Native State line worked by State Agency.	Sultanpur to the British Frontier.	7th August 1903.	...	...	22·02	...	
						Total ...	213·30	...	28·82	...	
					Balaman to Sitapur	23rd October 1906.	37·12	...	...	...	Commencement of work not authorised.
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Rosa to Sitapur	23rd October 1906.	51·36	...	...	...	Commencement of work not authorised.
						Total ...	88·48	...	...	...	
					Akhaura to Ashuganj.	22nd May 1905.	...	19·32	...	...	Work commenced.
10	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Kalaura to the Khooseara river.	3rd March 1906.	...	16·00	...	...	Not commenced.
						Total ...	...	35·32	...	...	
					Benares to Jhoosi	4th December 1906.	...	72·58	...	...	Work commenced.
	(a)		Bengal and North-Western.	Assisted company receiving land only from Government.	Burhwal to Sitapur	26th October 1906.	...	59·79	...	...	Not commenced.
		Bengal and North-Western.			Madho Singh to the Ganges river opposite Mirzapur.	13th September 1907.	...	10·30	...	...	Work commenced.
11					Pile bridge at Bagaha and approaches.	...	...	1·48	...	...	Since opened.
					Bhagalpur Kachery to Bhagalpur.	17th January 1905.	...	0·79	...	...	Work commenced.
	(b)		Tirhoot State	State line worked by company.	Saharsa to Budhamghat.	23rd September 1903.	...	18·61	...	...	Since opened.
						Total .	...	163·55	...	...	
					Carried over ...	...	1,243·37	481·72	302·41	66·39	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243·37	481·72	302·41	66·39	
	(*a*)	Burma	Burma . .	State line worked by company.	Neikban to Begayet	1st June 1906.	...	66·25	...	...	Work suspended.
14					Thamaing to Malagoan.	18th October 1905.	...	6·70	...	...	Not commenced.
	(*b*)		Burma Extensions.	State line worked by company.	Danbi to Kyangin	19th April 1904	...	52·16	...	...	Work commenced.
						Total ...	...	125·11	...	...	
16	(*a*)	Dibru-Sadiya	Dibru-Sadiya...	Assisted company, subsidized by Local Government.	Talap to Saikhoa Ghat.	11th May 1905.	...	8·52	...	...	Work commenced.
	(*a*)	Jodhpur-Bikaner.	Jodhpur / Bikaner	Native State line worked by Native State.	Degana to Seyangarh.	4th September 1907.	...	61·32	...	...	Work commenced.
17	(*b*)				Seyangarh to Hissar	4th September 1907.	...	135·68	...	...	Work commenced.
	(*d*)		Mirpur Khas-Jhudo.	Assisted company receiving land from Government.	Mirpur Khas to Jhudo.	28th December 1907.	...	48·00	...	...	Not commenced.
						Total ...	...	245·00	...	...	
19	(*a*)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Assisted company, subsidized by the Government of India.	Moradabad to Kashipur.	3rd July 1903	...	31·12	...	...	Since opened.
					Portion of the Rameswaram extension.	16th September 1904.	...	3·02	...	...	Not commenced.
20	(*a*)	South Indian	South Indian	State line worked by company.	Tangachimadam to Port Ampthill.	16th September 1904.	...	1·86	...	...	Constructed but not worked.
					Tirupachetti to Sivagunga.	21st April 1899.	...	9·00	...	...	Not commenced.
						Total .	...	13·88	...	...	
	(*l*)	Southern Mahratta.	Bezwada-Masulipatam.	District Board's line	Bezwada to Masulipatam.	20th October 1905.	...	49·47	...	...	Since opened.
21	(*m*)		Dhone-Kurnool.	State line worked by company.	Dhone to Kurnool.	3rd September 1906.	...	32·00	...	...	Work commenced.
						Total .	...	81·47	...	...	
23	*a*)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Assisted company, subsidized by District Board.	Basirhat to Hosanabad.	13th September 1907.	...	...	8·50	...	Work commenced.
26	(*a*)	Cutch . .	Cutch . .	Native State line worked by Native State.	Anjar to Bhuj ...	29th May 1905	...	...	25·30	...	Work commenced.
27	(*a*)	Dholpur-Bari	Dholpur-Bari	Native State line worked by Native State.	Dholpur to Bari	14th November 1905.	...	...	19·56	...	Since opened.
28	(*a*)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13·50	...	Work suspended.
					Maolong to Therria Ghat.	15th May 1902	...	...	6·00	...	Commencement of work not authorised.
						Total .	...	...	19·50	...	
					Carried over ...	...	1,243·37	986·82	375·27	66·39	

APPENDIX 4—*concld.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243·37	986·82	375·27	66·39	
29	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Baraut to Meerut	4th January 1902.	...	...	30·00	...	Not commenced.
34	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Antpur to Champadanga.	20th March 1902.	...	...	...	6·75	Work commenced.
					Antpur to Rajbulhat.	20th March 1902.	...	...	...	3·50	Not commenced.
						Total ...	...	...	...	10·25	
		Total mileage sanctioned and still remaining to be constructed on the 31st December 1907.					1,243·37	986·82	405·27	76·64	
		MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1908.									
8	(h)	North Western State.	Kalka-Simla ...	State line worked by the State.	Present terminus to the Bullock train office.	25th March 1908.	...	...	0·50	..	Work commenced.
		Total mileage sanctioned from 1st January to 31st March 1908 ...					...	...	0·50	...	

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1907.				Amount raised by the Companies and advanced by the land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Lines owned by Government and worked by Companies.	£	£	£	£		£		£		£
		5′ 6″ GAUGE.										
1	(a)	Bengal-Nagpur .	3,000,000	5,505,000	...	8,505,000	4%	3,000,000	3¾ % 3½ „ 3¼ „ 3 „	839,600 1,620,600 2,644,800 400,000	...	...
2	(a)	Bombay, Baroda and Central India.	2,000,000	...	...	2,000,000	3 „	2,000,000	...	...	...	...
4	(a)	East Indian . .	...	...	10,000,000	10,000,000	...	...	...	...	3½% 3 „	2,000,000 8,000,000
5	(a)	Great Indian Peninsula	2,575,000	...	...	2,575,000	3 %	2,575,000	...	...	...	...
5	(f)	Indian-Midland . .	3,000,000	3,654,100	...	6,654,100	4 „	3,000,000	3½ % 3¼ „ 3 „	835,000 665,000 2,004,100 150,000	...	...
		3′ 3⅜″ GAUGE.										
10	(a)	Assam-Bengal .	1,500,000	920,900	...	2,420,900	3½ „	1,500,000	3 „ 3¼ „ 3¾ „	300,000 495,900 125,000	...	...
14	(a)&(b)	Burma . . .	2,000,000	...	1,250,000	3,250,000	2½ „ Stock.	2,000,000	...	...	3 %	1,250,000
19	(b)	Lucknow-Bareilly .	...	147,000	...	147,000	...	...	...	160,837	...	...
21	(i)	Mysore Section (Southern Mahratta).	...	...	1,200,000	1,200,000	...	...	...	...	4 %	1,200,000
20	(a)	South Indian .	1,000,000	448,000	...	1,448,000	3 %	1,000,000	3¼ % 3½ „	73,000 375,000	...	...
21	(a)	Southern Mahratta .	3,500,000	...	1,365,000	4,865,000	3½ „	3,500,000	...	...	3 % 3¼ „ 3½ „ 3¾ „	110,000 850,000 305,000 100,000
20	(e)	Tinnevelly-Quilon (Travancore) (British Section).	...	287,100	...	287,100		...	3½ % 3¼ „	219,225 67,875	...	...
20	(f)	Trinnevelly-Quilon (Travancore) (Native State Section.)	...	774,900	...	774,900	...	...	3½ „ 3¼ „	405,775 369,125	...	...
		Lines owned and worked by Companies.										
		5′ 6″ GAUGE.										
4	(b)	Delhi-Umballa-Kalka	800,000	...	300,000	1,100,000	...	800,000	...	...	4 %	300,000
6	(a)	Madras . . .	10,257,630	3,419,210	...	13,676,840	5 % 4½ „ 4½ „	8,757,670 999,960 500,000	3¾ % 3½ „ 3¼ „ 3 „	275,000 656,400 833,400 380,000	...	...
4	(c)	South-Behar . .	400,000	...	290,000	690,000		379,580	...	...	...	290,000
2	(g)	Tapti-Valley . .	986,667	46,667	...	1,033,334	...	...	...	...	...	...
2	(h)	Ahmedabad-Dholka .	86,667	...	...	86,667	...	...	...	...	...	...
2	(i)	Ahmedabad-Parantij.	133,333	...	...	133,333	...	...	...	...	...	...
		3′ 3⅜″ GAUGE.					...	2,750,000				
11	(a)	Bengal and North-Western.	6,000,000	...	400,000	6,400,000	Pref. 3½% stock. 2nd pref. 4 % shares.	1,500,000 700,000	...	...	...	400,000

DIX 5.

several Indian Railway Companies up to the 31st December 1907.

Secretary of State in Eng. 1907.			Amount raised in India and advanced by the Secretary of State to the 31st December 1907.						Total amount received to the 31st December 1907.	Number.		Remarks.
Capital not bearing interest.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
1,544	3¼%	2,900,000	...	...	...	...	3¼ % 3⅜ „	6,117,329 202,634	17,726,507	1	(a)	
...	...	...	...	...	...	...	...	...	*2,000,000	2	(a)	* Exclusive of State outlay and debt incurred for the purchase of the line.
—102,883 —427,878	...	...	...	...	...	...	...	...	†9,469,234	4	(a)	† Exclusive of capital raised prior to December 1879 and amount advanced by Secretary of State from January 1880 to December 1895.
...	3¼%	2,200,000	...	...	...	...	...	...	‡4,775,000	5	(a)	‡ Exclusive of capital raised prior to 1900.
—23,897	3½ „	1,645,000	...	...	...	...	3½%	500,581	8,775,784	5	(f)	
11,698	...	...	...	...	...	...	...	...	2,432,598	10	(a)	
—50,181	...	...	...	...	...	...	...	...	§ 3,199,819	14	(a)&(b)	§ Exclusive of outlay by Government prior to 1st September 1896.
—735	...	...	...	...	...	...	3½%	354,339	‖514,441	19	(b)	‖ Exclusive of State outlay prior to taking over of the line by the Rohilkund and Kumaon Railway.
24,000	...	...	...	...	...	...	...	...	1,224,000	21	(i)	
...	...	...	...	...	...	...	...	...	¶ 1,448,000	20	(a)	¶ Exclusive of State outlay (purchase price, etc.)
29,903	3½%	2,129,900	...	...	...	...	...	...	7,024,803	21	(a)	
338	...	...	...	...	...	...	...	...	287,438	20	(e)	
912	...	...	...	...	...	...	...	...	775,812	20	(f)	
8,223	...	...	...	...	...	...	...	...	1,108,223	4	(b)	
2,740	...	...	...	...	...	...	...	...	12,405,170	6	(a)	
15,000	...	...	...	...	...	...	...	...	684,580	4	(c)	
...	...	...	833,333	4%	43,200	—780	...	...	875,753	2	(g)	
...	...	...	73,280	...	...	...	...	...	73,280	2	(h)	
...	...	...	130,000	...	...	2,667	...	...	132,667	2	(i)	
21,268	...	...	...	...	...	...	...	...	5,371,268	11	(a)	

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1907.				Amount raised by the Companies and advanced by the land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	Cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	12)	(13)
		Lines owned and worked by Companies—*concld.*	£	£	£	£		£		£		£
12	(*a*)&(*b*)	Bengal Dooars	400,000 Ordinary stock 400,000 Pref. stock	...	...	800,000	... Pref. 4%	400,000 355,490	...	...	...	...
15	(*a*)	Deoghur	18,333	...	2,666	20,999	...	...	...	...	...	...
16	(*a*)	Dibru-Sadiya	793,750	500,000	...	1,293,750	... Preferred 8 % "A" shares Pre. Pref. 8 % New Pref. 6 %	43,750 420,000 80,000 150,000	...	450,000	...	...
19	(*a*)	Rohilkund and Kumaon.	800,000	175,000	...	975,000	... Pref. 4%	400,000 400,000	...	...	...	...
		2′ 6″ GAUGE.										
23	(*a*)	Baraset-Basirhat Light.	63,333	...	...	63,333	...	...	...	...	...	...
24	(*a*)	Barsi Light	300,000	...	140,000	440,000	...	160,000	...	...	4 %	140,000
25	(*a*)	Bukhtiarpore-Behar Light	53,333	...	...	53,333	...	...	...	...	...	...
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	260,000	...	200,000	460,000	...	...	...	...	...	...
30	(*a*)	Tarakeshwar-Magra Light.	73,333	...	...	73,333	...	...	...	...	...	...
		2′ 0″ GAUGE.										
33	(*a*)	Darjeeling-Himalayan	116,666	150,000	...	266,666	...	...	...	...	...	115,000
34	(*a*)	Howrah-Amta Light.	86,667	...	20,000	106,667	...	...	...	...	...	...
35	(*a*)	Howrah-Sheakhala Light.	42,667	...	...	42,667	...	...	...	...	...	...
		Lines owned by Companies and worked by the State.										
		5′ 6″ GAUGE.										
8	(*b*)	Amritsar-Patti	106,666	...	...	106,666	...	...	...	...	...	...
9	(*b*)	Hardwar-Dehra	200,000	...	...	200,000	...	...	...	...	...	...
8	(*f*)&(*g*)	Southern Punjab	1,500,000	...	500,000	2,000,000	... Pref. 4 %	966,000 500,000	...	...	3½ %	500,000
		Lines owned by Native States and worked by Companies.										
		5′ 6″ GAUGE.										
7	(*a*)	Nizam's Guaranteed State.	2,000,000	2,000,000	...	4,000,000	...	2,000,000	4%	1,488,000	...	...
		3′ 3⅜″ GAUGE.										
7	(*c*)	Hyderabad-Godavari Valley.	...	2,500,000	...	2,500,000	...	...	3½ „	1,800,000	...	...

DIX 5—*concld.*

several Railway Companies up to the 31st December 1907.

Secretary of State in Eng- 1907.			Amount raised in India and advanced by the Secretary of State to the 31st December 1907.						Total amount received to the 31st December 1907.	Number.		Remarks.
Capital not bearing interest.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest.	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
12,500	...	...	...	...	...	...	...	...	767,990	12	(*a*) & (*b*)	
...	...	...	13,333	...	2,666	...	...	...	20,999	15	(*a*)	
...	...	...	...	...	...	...	...	...	1,143,750	16	(*a*)	
...	...	...	...	...	...	...	...	...	800,000	19	(*a*)	
...	...	...	63,333	...	...	...	...	...	63,333	23	(*a*)	
...	...	...	...	...	...	...	...	...	300,000	24	(*a*)	
...	...	...	53,333	...	...	...	...	...	53,333	25	(*a*)	
...	...	...	100,000	4½%	200,000	...	...	...	300,000	29	(*a*)	
...	...	...	56,610	...	5,666	...	...	...	62,276	30	(*a*)	
335	...	...	116,666	...	...	...	...	...	232,001	33	(*a*)	
...	...	...	86,667	6%	20,000	...	...	...	1,06,667	34	(*a*)	
...	...	...	40,000	...	...	...	...	...	40,000	35	(*a*)	
...	...	...	106,619	...	...	...	...	...	106,619	8	(*b*)	
...	...	...	195,467	...	...	...	...	...	195,467	9	(*b*)	
...	...	...	...	...	...	...	...	...	1,966,000	8	(*f*)&(*g*),	
4,174	...	...	...	...	...	...	...	...	3,492,174	7	(*a*)	
—104,000	...	...	...	...	...	...	...	...	1,696,000	7	(*c*)	

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
			YEARS.									
Main head.	Sub-head.		1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Bengal Central	...	...	...	...	...	...	...	*	...	...
1	(*a*) to (*g*)	Bengal-Nagpur	1,71,20	1,67,01	79,14	40,25	1,42.51	1,17,84	1,02,23	68,63	26,74	87,12
2	(*a*) & (*c* to *g*) & (*o*) to (*q*).	Bombay, Baroda and Central India	49,86	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6	90,50
3	...	Eastern Bengal State	13,89	29,15	31,10	40,07	35,32	30,88	38,18	37,15	30,03	60,32
4	...	East Indian	1,07,94	68,09	39,00	33,15	28,67	48,89	91,17	1,26,85	92,25	43,75
5	...	Great Indian Peninsula	80,87	67,71	18,77	2,19	4,12	26,43	69,16	16,17	25,16	36,79
6	(*) to (*i*)	Madras	7,47	11,38	20,80	54,50	39,56	60,42	37,51	47,77	42,45	14,53
...	...	Nagda-Muttra	...	...	...	...	...	...	1,75	21,89	1,00,30	†
7	...	Nizam's Guaranteed State	40,79	78,37	37,06	...	...	...	...	...	6	8
8	( ) to (*g* & (*i*) to (*k*)	North Western State	62,24	41,82	41,48	54,68	49,91	30,87	1,21,56	1,92,78	1,45,81	89,99
9	...	Oudh and Rohilkhand State	23,72	39,27	27,17	9,30	20,61	54,52	30,78	29,13	9,73	4,64
10	...	Assam-Bengal	1,35,82	1,05,81	97,65	88,10	71,84	45,68	13,59	62	4,66	2,66
11	...	Bengal and North-Western	62,86	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21	14,26
12	...	Bengal Dooars	1,86	7,98	18,19	15,61	15,56	8,50	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar	5,43	...	...	...	...	...	...	...	...	...
14	...	Burma	43,29	62,52	50,63	56,42	35,77	...	3,39	42,25	58,32	40,72
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	62	1,50
17	...	Jodhpur-Bikaner	26,40	4,86	6,61	4,00	6,77	...	89	1	5	13
18	...	Morvi	...	...	2,32	11	3	85	‡6,24	7,18	...	...
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	8,58	2,67	59	21	1,07	5,63	35,80	26,36	—*19*	10,09
19	...	Rohilkund and Kumaon	...	...	...	3	43	83	9,74	33,18	9,83	17,12
20	...	South Indian	—*21,05*	2,70	14,00	36,50	73,39	56,12	27,81	7,14	...	...
21	...	Southern Mahratta	...	...	...	...	...	2,53	12,60	2,78	9,56	10,82
22	...	Udaipur-Chitor	1,13	2,16	45	21	...	...	...	...	...	...
23	...	Baraset-Basirhat Light	...	...	...	...	...	...	5,69	1,33	...	...
24	...	Barsi Light	...	...	...	...	...	...	23	7,92	...	...
25	...	Bukhtiarpore-Behar Light	...	...	...	...	...	5,20	...	...	...	...
26	...	Cutch	...	...	...	...	...	92	1,35	...	2,71	76
27	...	Dholpur-Bari	...	...	...	...	...	...	...	2,04	80	1,94
28	...	Dwara-Therria Light	...	...	...	...	...	8,24	1,39	82	...	23
8	(*h*)	Kalka-Simla	...	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	3,15	...
...	...	Ranaghat-Krishnagar Light	5,01	5	...	...	..	...	§	...	...	...
30	...	Tarakeshwar-Magra Light	...	...	...	...	...	16	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...
33	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Amta Light	29	5	1	8	...	20	2,79	...	...	...
35	...	Howrah-Sheakhala Light	33	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL	8,27,93	8,26,84	5,42,51	5,03,52	6,11,46	5,91,89	6,89,57	7,22,43	6,01,31	5,27,95

IX 7.

uring each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	Remarks.
Years.										Main head	
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
4,37	1,95	27	3	4	15	...	*	...	...	...	* Purchased b
1,13	33,92	27,35	4,29	57,16	34,13	40,64	57,18	21,80	56,95	1	the State fro
6,00	13,84	13,34	4,24	2,51	7,97	3,26	1,48	4,54	23,37	2	the 1st Ju 1905 and inco porated wit the Easter Bengal Sta railway.
10,52	18,21	4,57	13,01	18,12	35,25	15,25	25,14	19,91	48,75	3	
36,32	1,06,52	64,34	73,57	54,29	17,91	26,98	30,13	54,33	37,73	4	
1,63	8,27	13,36	21,27	12,27	31,84	37,89	12,63	45,26	49,77	5	
1,47	3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	22,88	6	
...	...	...	...	...	...	...	...	7,50	...	...	† Included wit
3,06	12,80	12,67	1,51	5,86	3,05	72	51	3,15	8,69	7	Bombay, Baro and Centr
21,85	5,70	79	12,30	22,21	14,34	13,91	38,56	1,14,41	68,20	8	India railwa system.
7,06	5,68	79	5,85	17,93	23,91	7,58	6,92	4,74	24,46	9	
2,65	1,63	87	3,05	7,69	9,86	6,32	4,79	10,44	6,20	10	
24,03	15,84	13,58	18,47	12,49	18,33	3,48	14,09	32,80	21,11	11	
1	4,09	2,32	1,40	7	25	5	...	....	...	12	
1,24	8	16	80	35	55	—1,05	...	23	33	13	
6,36	11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	19,16	14	
...	...	...	...	...	...	...	...	...	...	15	
20	16	2,52	1,13	...	9	4,47	19	23	6	16	
6,08	14,14	22	2,22	1,95	4,22	1,36	71	78	4,76	17	
12	4	6	10	—12	—22	...	3,00	1,13	—4	18	‡Represents E
—1,59	3,07	1,83	89	8,70	8,19	3,35	10,09	8,04	13,74	2	penditure conversion
2,42	1,02	3,39	2,06	6,86	6,11	1,33	77	11,65	17	19	the existing li from 2′ 6″
43	73	26	—3	1,46	2,96	1,27	14,75	...	5,80	20	3′ 3¾″ gauge.
5,34	3,42	1,44	1,88	26	85	85	18,58	1,51	6,53	21	
5	...	...	42	...	...	...	...	...	...	22	
...	...	...	...	...	...	2,05	...	26	25	23	
27	...	...	—39	...	...	...	76	4,94	3,36	24	
...	...	...	...	...	2,17	23	...	15	38	25	
...	...	...	...	...	12	12	10	20	9	26	
...	...	...	...	...	...	...	...	33	90	27	
...	...	...	...	...	...	...	50	...	...	28	
...	...	...	...	11,07	3,93	2,85	4,96	1,94	4	8	
...	...	...	...	...	...	...	...	...	...	29	
1,20	...	24	...	...	...	‡	...	...	...	...	§ Purchased the State fro the 1st Ju 1904 and inco porated wi the Easte Bengal Sta railway.
1	18	...	...	...	1	1	8	19	10	30	
6	12	...	...	...	...	...	...	...	...	31	
—25	54	—16	1	9	41	70	12	18	7	33	
99	11	46	...	72	...	30	...	1,62	...	34	
48	...	...	...	...	3	...	...	...	...	35	
20	...	...	—31	4	12	2	...	6	9	36	
1,43,71	2,67,68	1,77,67	1,98,73	2,84,05	2,62,54	1,92,38	2,60,17	3,75,36	4,23,90		

APPEN

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
			YEARS.									
Main head.	Sub-head.		1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
...	...	Bengal Central . . .	2,15	75	1,66	1,18	1,15	73	43	...	...	...
1	(*a*) to (*g*).	Bengal-Nagpur . . .	57	25	1,68	3,37	1,61	3,58	5,66	5,20	46,73	11,73
2	(*a*) & (*c*) to (*g*) & (*o*) to (*q*)	Bombay, Baroda and Central India . . .	15,33	36,60	8,42	21,74	9,89	5,71	4,83	2,74	12,35	10,17
3	...	Eastern Bengal State . .	7,64	8,72	13,85	11,37	15,46	23,83	49,13	1,08,73	30,75	33,96
4	...	East Indian	28,93	40,78	48,92	64,24	58,60	41,88	46,44	63,82	51,52	59,22
5	...	Great Indian Peninsula .	8,04	6,75	10,28	11,65	17,04	23,56	64,79	73,48	53,55	56,35
6	(*a*) to (*i*)	Madras	3,16	2,43	3,93	9,33	4,56	5,91	14,26	13,47	15,96	17,76
...	...	Nagda-Muttra . . .	...	...	...	...	...	...	...	...	...	...
7	...	Nizam's Guaranteed State .	1,24	*—1,05*	2,78	6,53	8,14	3,76	2,97	2,76	2,43	2,23
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State . .	18,92	20,58	19,10	14,67	43,44	22,42	30,94	33,14	42,61	39,79
9	...	Oudh and Rohilkhand State .	4,38	9,74	8,30	9,45	12,75	12,40	19,80	19,62	11,46	19,16
10	...	Assam-Bengal . . .	...	...	...	...	...	...	...	12,03	9,94	12,17
11	...	Bengal and North-Western .	5,05	6,63	12,21	7,19	25,66	21,79	29,04	16,81	25,97	28,62
12	...	Bengal Doears . . .	53	38	16	2	5	21	5,55	3,54	2,10	1,61
13	...	Bhavnagar-Gondal-Junagad-Porbandar	2,10	91	31	16	40	3	3	24	39	48
14	...	Burma	5,09	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,54	34,40
15	...	Deoghur	1	*—1*	...	...	...	...	...	23	*—23*	...
16	...	Dibru-Sadiya . . .	7	...	6	7,20	23	32	22	27	8	36
17	...	Jodhpur-Bikaner . . .	6,35	*—81*	*—1,58*	3,16	3,77	62	56	12	35	1,08
88	...	Morvi	7	5	*—16*	1	...	...	*—1*	*—13*	*—27*	92
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . . .	3,32	3,98	3,53	8,20	13,88	9,48	8,62	13,99	16,93	18,05
19	...	Rohilkund and Kumaon .	79	21	1,15	1,02	66	1,59	1,56	C5	12,16	5,64
20	...	South Indian	1,52	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83	11,18
21	...	Southern Mahratta . .	6,29	7,50	5,79	4,59	3,29	2,98	2,26	5,49	3,30	25,40
22	...	Udaipur-Chitor . . .	...	...	...	19	4	1	...	1	8	...
23	...	Baraset-Basirhat Light .	...	...	...	..	...	...	...	...	15	21
24	...	Barsi Light	...	...	...	...	7	...	...	*—4*	6,08	2,80
25	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	39	1	4	6
26	...	Cutch	...	...	...	...	...	...	...	...	...	1
27	...	Dholpur-Bari . . .	...	...	...	...	...	...	...	...	...	...
28	...	Dwara-Therria Light . .	...	...	...	...	...	...	...	...	...	...
8	(*h*)	Kalka-Simla	...	...	...	...	...	...	...	...	68	69
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
...	...	Ranaghat-Krishnagar Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light .	1	1	...	2	5	6	3	5	7	2
31	...	Tezpore-Balipara Light .	1	5	13	...	...	...	...	...	...	...
33	...	Darjeeling-Himalayan .	49	25	10	21	12	31	4	16	20	11
34	...	Howrah-Amta Light . .	...	...	...	...	...	...	14	16	21	29
35	...	Howrah-Sheakhala Light .	...	...	...	...	...	2	...	*—1*	...	...
36	...	Jorhat	...	4	...	17	3	...	...	...	*—6*	5
		TOTAL .	1,22,09	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,93,90	3,94,52

DIX 7—*concld.*

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES *INCLUDING* VALUE OF STORES, ETC, NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	Remarks.
Years.										Main head.	
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
6,90	3,04	34	2,53	1,58	76	*—36*	...	...	...	...	
1,62,45	1,98,87	75,84	77,61	1,76,45	1,94,63	1,19,88	1,19,67	1,16,49	2,42,61	1	
89,09	98,82	28,58	56,65	29,50	19,61	9,62	7,90	2,69	1,35,52	2	
35,51	56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,08,13	94,27	1,31,07	3	
1,66,97	2,18,13	1,62,49	1,41,12	1,45,82	1,39,68	1,45,03	2,33,23	2,21,73	1,99,16	4	
79,51	78,98	53,52	44,54	23,58	1,16,21	1,76,71	1,02,30	1,12,28	1,89,57	5	
12,65	19,27	55,11	63,58	60,36	86,09	72,11	69,17	54,97	79,57	6	
...	...	...	...	...	...	1,73	46,34	1,46,42	...	...	
60,32	96,90	32,24	18,40	15,84	5,73	5,26	6,53	1,83	15,39	7	
82,47	66,46	83,47	93,87	1,20,10	69,58	2,09,09	2,72,27	3,22,00	2,29,28	8	
33,16	55,69	39,26	32,76	76,47	87,45	53,06	41,37	34,11	68,24	9	
1,18,74	1,13,15	86,06	85,47	69,56	53,24	19,81	18,24	25,28	23,81	10	
79,06	70,13	56,94	48,78	63,47	53,92	79,28	90,04	88,14	82,94	11	
4,25	22,26	19,77	15,23	10,45	7,09	5,35	3,56	2,13	95	12	
8,95	92	17	96	44	67	*—1,40*	*—34*	1,68	53	13	
51,62	86,24	92,79	95,26	71,01	31,08	36,97	84,20	99,42	93,23	14	
1	*—1*	...	...	*—9*	...	...	23	*—23*	*—4*	15	
27	17	2,57	8,32	1,73	41	4,69	46	93	1,91	16	
39,36	18,04	4,89	19,78	6,64	*—57*	2,21	1,60	2,14	6,64	17	
3	27	2,22	31	*—26*	56	6,18	9,85	99	83	18	
9,43	10,59	17,19	12,74	22,33	30,53	43,74	39,28	39,53	28,54	2	
2,10	13	5,37	4,34	12,92	4,60	19,79	50,64	25,28	16,59	19	
—19,88	7,39	17,47	47,49	99,17	52,83	31,08	23,65	30,32	14,31	20	
11,05	8,74	8,15	4,83	*1,27	*25,17	*35,13	*31,30	*13,28	49,98	21	* Revised figures.
1,18	2,16	45	82	4	1	...	1	9	...	22	
...	...	...	...	...	...	7,73	1,83	41	46	23	
27	...	...	*—39*	19	...	26	14,69	11,32	8,03	24	
...	...	...	...	...	7,48	62	1	19	44	25	
...	...	...	...	...	1,04	1,48	10	2,93	86	26	
...	...	...	...	...	...	...	2,04	1,56	2,70	27	
...	...	...	...	...	8,24	1,39	16	...	23	28	
...	5,81	6,10	22,96	57,95	48,51	26,93	7,87	*—1,81*	*—1,11*	8	
...	...	...	...	...	...	...	...	14,10	18,87	29	
6,21	5	24	...	...	...	...	...	...	...	...	
2	24	*—1*	10	20	38	10	2	26	19	30	
7	17	13	...	...	...	...	...	...	...	31	
24	79	*—6*	22	20	72	74	14	*—9*	18	33	
1,28	16	47	8	72	20	3,23	16	1,82	50	34	
81	...	...	...	...	5	...	*—1*	...	...	35	
7	22	*—23*	*—8*	*—5*	8	...	4	1	21	36	
10,44,17	12,40,27	8,99,98	9,65,10	11,59,41	11,65,82	12,27,05	14,86,18	14,66,52	16,42,19		

APPEN

Capital outlay on the different classes of

	Mileage.		
	Open.	Under construction.	Total.
(1)	(2)	(3)	(4)
PART I.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.	Miles.	Miles.	Miles.
(*i*).—State lines worked by Companies	16,183·90	1,151·37	17,335·27
(*ii*).—State lines worked by the State	6,229·26	220·70	6,449·96
(*iii*).—Companies' lines guaranteed under the old contracts	905·02	...	905·02
(*iv*).—Companies' lines guaranteed under modern contracts	32·04	...	32·04
(*v*).—District Boards' lines	103·36	...	103·36
(*vi*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	325·07	...	325·07
(*vii*).—Leased lines	78·76	...	78·76
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	23,857·41	1,372·07	25,229·48
(*viii*).—Lines wholly under construction by State agency	...	258·64	258·64
(*ix*).—Lines wholly under construction by Companies	...	81·47	81·47
TOTAL (*vii*) AND (*viii*) ...	...	340·11	340·11
(*x*).—Unclassified expenditure including collieries, &c.	...	...	...
TOTAL PART I ...	23 857·41	1,712·18	25,569·59
PART II.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(*i*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	575·79	...	575·79
(*ii*).—Assisted Companies' lines—			
(*a*) Subsidized by the Government of India	333·23	31·12	364·35
(*b*) Subsidized by Local Governments	128·50	8·52	137·02
(*c*) Subsidized by District Boards	158·00	...	158·00
(*d*) Receiving land only from Government	1,382·11	84·36	1,466·47
TOTAL (*ii*) ...	2,001·84	124·00	2,125·84
(*iii*).—Unassisted Companies' lines	41·77	...	41·77
(*iv*).—Native State lines—			
(*a*) Worked by Native States	1,338·30	222·30	1,560·60
(*b*) Worked by Companies	1,885·68	112·23	1,997·91
(*c*) Worked by State railway agency	235·28	...	235·28
TOTAL (*iv*) ...	3,459·26	334·53	3,793·79
(*v*).—Foreign State lines	73·60	...	73·60
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	6,152·26	458·53	6,610·79
(*vi*).—Lines wholly under construction by private Companies	...	13·50	13·50
(*vii*).—Lines wholly under construction by Native States	...	19·56	19·56
TOTAL (*vi*) AND (*vii*) ...	...	33·06	33·06
(*viii*).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...	...	...	...
TOTAL PART II ...	6,152·26	491·59	6,643·85
GRAND TOTAL ...	30,009·67	2,203·77	32,213·44
ABSTRACT.			
Outlay on open lines and lines partly open—(*i* to *vii*, Part I, and *i* to *v*, Part II) ...	30,009·67	1,830·60	31,840·27
Outlay on lines wholly under construction—(*viii* and *ix* Part I, and *vi* and *vii*, Part II)	...	373·17	373·17
Unclassified expenditure (*x*, Part I)	...	...	...

DIX 8.

railways at the close of the year 1907.

Capital outlay at close of 1907. (In thousands of rupees.)			Remarks.
Open lines.	Lines under construction.	Total.	
(5)	(6)	(7)	(8)
2,34,90,30	4,54,38	2,39,44,68	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
99,56,98	1,34,07	1,00,91,05	
14,54,00	...	14,54,00	
29,28	...	29,28	
47,87	...	47,87	
2,00,70	...	2,00,70	
1,19,77	...	1,19,77	
3,52,98,90	5,88,45	3,58,87,35	
...	2,05,90	2,05,90	
...	20,13	20,13	
...	2,26,03	2,26,03	
...	...	84,06	
3,52,98,90	8,14,48	3,61,97,44	
3,15,24	...	3,15,24	
2,45,43	41,34	2,86,77	
1,25,41	2,11	1,27,52	
75,44	...	75,44	
9,50,78	10,41	9,61,19	
13,97,06	53,86	14,50,92	
27,86	...	27,86	
4,80,73	3,66	4,84,39	
13,25,78	32,49	13,58,27	
1,34,97	...	1,34,97	
19,41,48	36,15	19,77,63	
1,76,07	...	1,76,07	
38,57,71	90,01	39,47,72	
...	10,02	10,02	
...	6,30	6,30	
...	16,32	16,32	
...	...	8,08	
38,57,71	1,06,33	39,72,12	
3,91,56,61	9,20,81	4,01,69,56	
3,91,56,61	6,78,46	*3,98,43,15	* Includes Rs. 8,08,000, item (viii) of Part II.
...	2,42,35	2,42,35	
...	...	84,06	

Capital liability on account of railways classed

Railways.	Share Capital of purchased Railways being paid off by Annuities.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including over drafts).	Total Capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted Capital representing Annuities which were purchased by creation of debt (liability included in column 9).	*Deduct.* New Stock of Great Indian Peninsula Railway Company issued in exchange for portion of Annuity.	Net capital to be paid off by Annuities.	*Deduct* amount redeemed by Annuity payments	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
India, General.	£	£	£	£	£	£	£	£	£	£	£
1. East Indian	32,750,000	7,286,774	...	25,463,226	2,689,898	22,773,328	5,624,342	10,494,122	...	10,000,000	48,891,792
2. Rajputana-Malwa (incldg. Godhra-Rutlam-Nagda).	...	...	...	...	...	...	10,877,219	...	...	...	10,877,219
3. Rewari-Phulera	...	...	...	...	...	...	362,354	...	...	...	362,354
4. Palanpur-Deesa	...	...	...	...	...	...	15,944	...	...	...	15,944
5. Bhopal	...	...	...	...	...	...	226,583	...	...	...	226,583
6. State railway stores	...	...	...	...	...	...	1,449	...	...	...	1,449
7. Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	48,398	...	...	...	48,398
Central Provinces.											
8. Warora Colliery	...	...	...	...	...	...	74,161	...	...	...	74,161
9. Umaria ,, (depreciation on works).	...	...	...	...	...	...	12,178	...	...	...	12,178
10. Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...	5,009
11. Nagpur-Chhattisgarh (depreciation account).	...	...	...	...	...	...	43,802	...	...	...	43,802
Burma.											
12. Burma Railway Extensions	...	...	...	...	...	...	1,099,701	...	...	...	1,099,701
Assam.											
13. Jorhat	...	...	...	...	...	...	61,987	...	...	...	61,987
Bengal.											
14. Eastern Bengal system*	3,691,917	543,472	...	2,848,445	267,159	2,581,286	10,414,844	1,368,120	...	...	14,364,250
15. Murshidabad Branch	...	...	...	...	...	...	631,863	...	...	...	631,863
16. Dhubri-Gauhati	...	...	...	...	...	...	624,758	...	...	...	624,758
17. Tirhoot	...	...	...	...	...	...	3,936,378	...	...	...	3,936,378
18. Tirhoot, new Extensions	...	...	...	...	...	...	859,236	...	...	...	859,236
19. Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...	20,163
20. Katihar-Godagari	...	...	...	...	...	...	575,876	...	...	...	575,876
United Provinces.											
21. Oudh and Rohilkhand	...	...	...	...	...	...	4,525,253	10,725,620	...	...	15,250,873
22. Agra-Delhi Chord	...	...	...	...	...	...	855,801	...	...	...	855,801
23. Allahabad-Jaunpur	...	...	...	...	...	...	234,428	...	...	...	234,428
24. Forbesganj-Nepaul	...	...	...	...	...	...	13,860	...	...	...	13,860
25. Kachlaghat Bridge (Rohilkund and Kumaon Railway).	...	...	...	...	...	...	5,095	...	...	...	5,095
Punjab.											
26. North Western	14,009,124	4,911,216	...	9,097,908	795,049	8,302,859	32,598,940	4,082,587	...	...	44,984,386
27. Shahdara-Sangla	...	...	...	...	...	...	183,965	...	...	...	183,965
28. Shorkot Road-Chichoki	...	...	...	...	...	...	90,299	...	...	...	90,299
29. Jech Doab (southern sec.)	...	...	...	...	...	...	459,651	...	...	...	459,651
30. Lodhran-Khanewal	...	...	...	...	...	...	189,702	...	...	...	189,702
31. Frontier Railway Reserve	...	...	...	...	...	...	292,946	...	...	...	292,946
32. Petroleum Operations, Baluchistan.	...	...	...	...	...	...	7,946	...	...	...	7,946
33. Jullundur Hoshiarpur	...	...	...	...	...	...	969	...	...	...	969
34. Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...	1,887
35. Kalka-Simla	...	...	...	...	...	...	1,088,028	...	...	...	1,088,028
36. Loi-Shilman	...	...	...	...	...	...	286,260	...	...	...	286,260
37. Thal-Parachinar	...	...	...	...	...	...	72,579	...	...	...	72,579
Carried over	50,151,041	12,741,462	...	37,409,579	3,752,106	33,657,473	76,423,849	26,670,449	...	10,000,000	146,751,771

* Includes the Bengal Central railway.

IX 9.

s State railways at the end of 1907.

Railways.	Share Capital of Purchased Railways being paid off by annuities.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	Total capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted capital representing annuities whichwere purchased by creation of debt (liability included in column 9).	*Deduct.* New stock of Great Indian Peninsula Railway Company issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	£	£	£	£	£	£	£	£	£	£	£
Brought forward ...	50,151,041	12,741,462	...	37,409,579	3,752,106	33,657,473	76,423,849	26,670,449	...	10,000,000	146,751,771
Madras.											
South Indian (including Pamban Branch).	...	...	...	...	...	...	2,246,749	4,726,169	...	1,448,000	8,420,918
Tinnevelly-Quiloh (British section).	...	...	...	...	...	...	4,414	...	...	287,209	291,623
Tinnevelly-Quiloh (Native State section).	...	...	...	...	...	...	10,504	...	...	774,791	785,295
Azhikal-Mangalore . .	...	...	...	...	...	...	887,684	...	...	...	887,684
North-East line, Madras railway (East Coast Railway, southern section).	...	...	...	...	...	...	4,428,413	...	...	...	4,428,413
Nilgiri	...	...	...	...	...	...	249,598	...	...	...	249,598
Bezwada extension . .	...	...	...	...	...	...	78,790	...	...	...	78,790
Bezwada-Masulipatam .	...	...	...	...	...	...	...	...	106,824	...	106,824
Guntakal-Mysore frontier .	...	...	...	...	...	...	395,283	...	...	...	395,283
Tanjore District Board .	...	...	...	...	...	...	197,703	...	76,082	41,047	314,832
Vizagapatam-Raipur . .	...	...	...	...	...	...	16,336	...	...	...	16,336
Hospet-Kottur . . .	...	...	...	...	...	...	100,928	...	...	...	100,928
Bellary-Rayadrug . .	...	...	...	...	...	...	51,841	...	...	...	51,841
Tirupattur-Krishnagiri .	...	...	...	...	...	...	72,435	...	...	...	72,435
Morappur-Dharmapuri .	...	...	...	...	...	...	56,157	...	...	...	56,157
Coonoor-Ootacamund . .	...	...	...	...	...	...	136,931	...	...	...	136,931
Bombay.											
Great Indian Peninsula .	34,859,218	...	1,750,000	33,109,218	2,695,499	30,413,719	2,255,583	5,964,666	2,200,000	2,575,000	43,408,968
Bombay, Baroda and Central India.	...	...	...	...	...	...	1,280,573	12,531,987	...	2,000,000	15,812,560
Jodhpur-Hyderabad (British section).	...	...	...	...	...	...	268,205	...	...	...	268,205
Dhone-Kurnool . . .	...	...	...	...	...	...	27,402	...	...	...	27,402
Southern Mahratta (depreciation on works).	...	...	...	...	...	...	35,138	...	...	...	35,138
Sabarmati-Dholka . .	...	...	...	...	...	...	3,993	...	...	...	3,993
Baran-Kotah . . .	...	...	...	...	...	...	172,084	...	...	...	172,084
Nagda-Muttra . . .	...	...	...	...	...	...	1,843,801	...	...	...	1,843,801
	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	91,244,394	49,893,271	2,382,906	17,126,047	224,717,810
Leased lines.											
Assam-Bengal . . .	...	...	...	...	...	...	5,933,442	...	...	2,420,900	8,354,342
Bengal-Nagpur . . .	...	...	...	...	...	...	2,061,962	...	9,543,552	9,842,746	21,448,260
Burma	...	...	...	...	...	...	5,127,488	...	...	4,348,411	9,475,899
Indian Midland . . .	...	...	...	...	...	...	...	...	2,145,581	5,990,637	8,136,218
Lucknow-Bareilly . .	...	...	...	...	...	...	341,409	...	354,339	147,000	842,748
Mysore	...	...	...	...	...	...	...	...	...	1,200,000	1,200,000
Southern Mahratta . .	...	...	...	...	...	...	1,105,228	...	2,129,900	4,892,741	8,127,869
	...	...	...	...	...	...	14,569,529	...	14,173,372	28,842,435	57,585,336
Branch line.											
Hardwar-Dehra . . .	...	...	...	...	...	...	...	...	...	195,196	195,196
Total .	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	105,813,923	49,893,271	16,556,278	46,163,678	282,498,342

Note.—The premia paid in purchase of Companies' lines are as under :—

			Rs.
East Indian railway	6,550,000 @ Rs. 15 = £ 1	=	9,82,50,000
Eastern Bengal railway	1,136,437 ,,	=	1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804 ,,	=	4,40,07,060
South Indian railway	999,277 ,,	=	1,48,89,155
Oudh and Rohilkhand railway	1,036,049 ,,	=	1,55,40,735
Great Indian Peninsula railway	14,859,218 ,,	=	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 ,,	=	6,20,29,200

Main results of working Indian railways

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay on lines open and partly open.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1853 .	20	37,96	90	41	49	87	45·56	1·29	...	...	...	...	...	...
1854 .	71	4,00,00	2,31	1,42	89	63	61·47	0·22	...	...	...	...	...	...
1855 .	169	5,50,00	8,13	4,55	3,58	93	55·97	0·65	...	...	...	...	...	...
1856 .	272	8,00,00	16,10	6,74	9,36	114	41·87	1·17	...	...	...	...	...	...
1857 .	287	12,00,00	25,43	10,54	14,89	170	41·45	1·24	...	...	...	...	...	...
1858 .	427	16,00,00	33,82	15,63	18,19	152	46·22	1·14	...	...	...	...	...	...
1859 .	625	22,50,00	57,24	27,74	29,50	176	48·46	1·31	...	...	...	...	...	...
1860 .	838	26,66,00	66,67	37,08	29,59	153	55·61	1·11	...	...	...	...	...	...
1861 .	1,587	34,00,00	98,63	58,09	40,54	120	58·90	1·19	...	...	...	...	...	...
1862 .	2,333	48,00,00	1,34,45	80,32	54,13	111	59·74	1·13	...	...	...	...	...	...
1863 .	2,507	53,00,00	2,20,47	1,33,04	87,43	169	60·34	1·65	...	...	...	...	...	...
1864 .	2,958	58,00,00	2,85,89	1,70,85	1,15,04	186	59·76	1·98	...	...	...	...	...	...
1865 .	3,363	63,00,00	4,25,84	2,24,27	2,01,57	244	52·43	3·20	...	...	...	...	...	...
1866 .	3,563	70,00,00	4,91,91	2,59,38	2,32,53	266	52·73	3·32	...	...	...	...	...	...
1867 .	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53·95	3·13	...	...	...	...	...	...
1868 .	4,008	84,00,00	5,67,09	3,07,46	2,59,63	272	54·22	3·09	...	...	...	...	...	...
1869 .	4,255	89,00,00	6,13,10	3,41,74	2,71,36	277	55·74	3·05	...	...	...	...	...	...
1870 .	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54·47	3·37	...	...	...	...	...	
1871 .	5,074	90,00,70	6,59,20	3,67,97	2,91,23	250	55·82	3·24	...	...	...	...	...	...
1872 .	5,369	90,00,90	6,82,96	3,73,45	3,09,51	245	54·68	3·44	...	...	...	...	...	...
1873 .	5,697	91,72,60	7,22,90	3,77,85	3,45,05	244	52·28	3·76	...	...	...	...	...	...
1874 .	6,226	95,87,15	8,33,77	4,03,89	4,29,88	258	48·44	4·48	...	...	...	...	...	...
1875 .	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50·23	3·90	...	...	...	...	...	...
1876 .	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	262	47·81	4·65	...	...	...	...	...	...
1677 .	7,320	1,09,04,24	12,11,28	5,38,68	6,72,60	318	44·47	6·17	...	...	...	...	...	...
1878 .	8,201	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49·97	4·76	...	...	...	...	...	...
1879 .	8,475	1,22,32,97	12,08,15	6,26,28	5,81,87	275	51·84	4·76	...	...	...	...	...	...
1880 .	8,996	1,28,56,91	12,86,55	6,48,00	6,38,55	282	50·37	4·97	...	...	...	...	...	...
1881 .	9,858	1,40,80,80	14,32,31	7,07,12	7,25,19	285	49·37	5·16	54,764	3,79,23	2·78	13,214	9,55,97	7·95
1882 .	10,069	1,43,24,42	15,35,23	7,66,81	7,68,42	294	49·95	5·36	58,876	4,08,37	2·71	14,833	10,15,97	7·91

DIX 10.

as one system from the commencement.

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay on lines open and partly open.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1883 .	10,447	1,48,30,56	16,38,94	7,97,05	8,41,89	301	48·62	5·68	65,099	4,09,08	2·60	16,999	11,28,89	7·30
1884 .	11,527	1,55,45,04	16,06,62	8,15,62	7,91,00	276	50·76	5·09	73,815	4,46,84	2·56	16,663	10,56,59	7·35
1885 .	12,208	1,61,91,78	17,98,96	8,86,33	9,12,63	284	49·27	5·64	80,865	4,78,12	2·52	18,925	11,91,54	6·89
1886 .	12,865	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47·75	5·73	88,436	5,09,77	2·51	19,576	12,38,59	7·02
1887 .	14,068	1,82,87,93	18,46,81	9,10,33	9,36,48	260	49·31	5·12	95,412	5,35,32	2·51	20,196	11,92,93	7·17
1888 .	14,525	1,93,04,33	19,76,45	9,87,44	9,89,01	263	49·96	5·12	103,156	5,69,06	2·71	22,393	12,79,04	6·87
1889 .	15,900	2,05,04,61	20,49,37	10,37,74	10,11,63	257	50·64	4·93	110,650	6,13,74	2·52	22,249	13,05,56	6·88
1890 .	16,404	2,13,67,04	20,67,01	10,30,89	10,36,12	243	49·87	4·85	114,082	6,25,81	2·51	22,613	12,99,52	7·11
1891 .	17,283	2,21,06,42	24,04,03	11,30,39	12,73,64	271	47·02	5·76	122,855	6,86,13	2·52	26,159	15,60,81	6·75
1892 .	17,769	2,27,30,00	23,22,93	10,90,35	12,32,58	253	46·94	5·42	127,388	6,91,15	2·52	26,335	14,77,52	6·70
1893 .	18,459	2,33,17,87	24,08,42	11,34,77	12,73,65	254	47·12	5·46	135,520	7,29,57	2·50	28,847	15,21,63	6·60
1894 .	18,840	2,37,79,01	25,50,89	11,98,40	13,52,49	262	46·98	5·69	145,727	7,57,58	2·56	32,644	16,24,82	6·42
1895 .	19,467	2,44,38,05	26,23,69	12,11,99	14,11,70	261	46·19	5·78	153,081	8,02,21	2·49	33,628	16,36,94	6·36
1896 .	20,209	2,68,95,23	25,36,14	12,13,84	13,22,30	245	47·86	4·92	159,509	8,22,07	2·45	32,471	15,41,51	6·45
1897 .	21,115	2,82,12,04	25,60,11	12,47,73	13,12,38	233	48·74	4·65	150,584	7,62,13	2·47	33,926	15,88,89	6·36
1898 .	22,024	2,92,09,20	27,41,31	12,98,68	14,42,63	244	47·37	4·94	151,566	7,58,68	2·50	35,642	17,84,97	6·00
1899 .	23,507	3,08,50,12	29,36,78	13,93,36	15,43,42	246	47·45	5·00	161,720	8,09,39	2·51	39,748	19,19,82	5·98
1900 .	24,752	3,29,53,34	31,54,32	15,09,31	16,45,01	245	47·85	4·99	176,303	8,95,07	2·51	42,896	20,36,52	5·88
1901 .	25,363	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46·79	5·27	194,749	10,07,17	2·48	43,392	21,23,67	5·77
1902 .	25,931	3,49,77,39	33,92,69	16,70,49	17,22,20	252	49·24	*4·92	196,643	10,27,48	2·51	45,537	21,23,41	5·68
1903 .	26,956	3,41,11,44	36,00,82	17,11,09	18,89,73	257	47·52	*5·54	210,231	10,98,14	2·51	47,684	22,41,92	5·64
1904 .	27,565	3,52,86,87	39,64,97	18,77,50	20,87,47	277	47·36	*5·92	227,097	11,76,20	2·51	52,051	25,18,81	5·39
1905 .	28,295	3,66,91,75	41,68,09	19,94,00	21,74,09	283	47·84	*5·93	248,157	12,73,83	2·47	54,936	26,20,71	5·19
1906 .	29,097	3,79,34,84	44,11,73	22,00,74	22,10,99	292	49·88	*5·83	271,063	13,68,31	2·46	58,869	27,59,69	5·42
1907 .	30,010	3,98,43,15	47,26,87	24,28,59	22,98,28	303	51·38	5·77	305,890	15,04,50	2·44	62,098	29,24,26	5·18

* Revised figures.

APPEN

Summary of the general

Indian railways treat

GENERAL RESULTS

Calendar year.	Total capital outlay on lines open and partly open in thousands of rupees.	Gross earnings in thousands of rupees.	Total working expenses.	
			Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5
1903	*3,41,11,44	36,00,82	17,11,09	47·52
1904	*3,52,86,87	39,64,97	18,77,50	47·36
1905	*3,66,91,75	41,68,09	19,94,00	47·84
1906	*3,79,34,84	44,11,73	22,00,74	49·88
1907	3,98,43,15	47,26,87	24,28,59	51·38

GROSS EARNINGS IN THOUSANDS

Calendar year.	Coaching traffic.							Goods
	1st class.	2nd class.	Intermediate class.	3rd class.	Season and vendors' tickets.	Other Coaching traffic.	Total Coaching traffic (sum of 15 to 20).	Total Goods traffic (sum of 23 to 27).
14	15	16	17	18	19	20	21	22
1903	41,56	58,13	71,68	9,16,31	10,46	1,56,26	12,54,40	22,41,92
1904	40,76	59,78	74,84	9,89,63	11,19	1,61,36	13,37,56	25,18,81
1905	45,12	64,66	83,06	10,68,76	12,23	1,64,69	14,38,52	26,20,71
1906	47,23	67,35	86,87	11,53,48	13,38	1,68,34	15,36,65	27,59,69
1907	50,24	70,21	93,10	12,76,92	14,03	1,77,63	16,82,13	29,24,26

Calendar year.	Goods	
	General merchandise.	Coal and coke for the public and foreign railways.
14	23	24
1903	18,53,45	2,29,93
1904	20,85,56	2,56,13
1905	21,32,22	2,89,19
1906	22,36,58	3,21,84
1907	23,97,32	3,17,71

Number of passengers and quantity of goods carried, the average miles

PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND

Calendar year.	1st Class.			2nd Class.			Intermediate Class.			3rd Class.		
	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.
36	37	38	39	40	41	42	43	44	45	46	47	48
1903	594	101·71	12·31	2,580	78·13	5·54	7,214	61·64	3·09	184,292	40·94	2·33
1904	608	95·98	13·41	2,715	74·23	5·69	7,394	62·89	3·09	199,651	40·71	2·34
1905	662	98·29	13·31	2,949	72·92	5·77	8,104	63·78	3·09	218,413	40·92	2·30
1906	684	100·71	13·16	3,026	74·47	5·74	8,494	64·12	3·06	239,391	40·36	2·29
1907	732	100·89	13·06	3,303	70·91	5·76	9,873	59·29	3·05	271,249	39·65	2·28

DIX 11.

results of working

ed as one system.

OF WORKING.

NET EARNINGS.		PER MILE OPEN.			PER TRAIN-MILE.			REMARKS.
Amount in thousands of rupees.	Percentage on capital outlay given in column (2).	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
6	7	8	9	10	11	12	13	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
18,89,73	*5·54	13,358	6,348	7,010	3·75	1·78	1·97	
20,87,47	*5·92	14,384	6,811	7,573	3·86	1·83	2·03	
21,74,09	*5·93	14,731	7,047	7,684	3·89	1·86	2·03	
22,10,99	*5·83	15,162	7,563	7,599	3·85	1·92	1·93	
22,98,28	5·77	15,751	8,093	7,658	3·79	1·95	1·84	* Revised figures.

OF RUPEES.

TRAFFIC.					WORKING EXPENSES IN THOUSANDS OF RUPEES.						
Military stores.	Revenue stores, including coal and material for construction.	Miscellaneous.	Electric telegraph.	Steamboat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other expenses (steamboat, contribution to Provident Fund and special and miscellaneous expenditure).	
25	26	27	28	29	30	31	32	33	34	35	
23,07	1,13,90	27,31	7,84	96,66	3,88,99	6,11,95	1,52,51	2,92,19	1,68,91	96,54	
19,14	1,31,04	32,27	8,00	1,00,60	4,37,28	6,72,07	1,76,74	3,10,25	1,75,67	1,05,49	
20,63	1,46,51	38,77	8,79	1,00,07	4,81,59	7,02,38	1,84,05	3,31,02	1,86,93	1,08,03	The totals of columns 23 to 27 are more than the figures shown in column 22 by the amount of the Cawnpore-Burhwal link earnings.
20,58	1,51,54	37,20	8,63	1,06,76	5,43,21	7,72,80	2,03,66	3,71,37	1,98,04	1,11,66	
19,12	1,60,28	39,46	9,24	1,11,28	5,97,29	8,58,24	2,18,24	4,17,63	2,11,47	1,25,72	

arried and the average rate charged, and the train-mileage run by railways in India.

HE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.		
SEASON AND VENDORS' TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.		Coaching.	Goods.	Mixed.	Total train-mileage (includes miscellaneous train-mileage).	Tons carried (in thousands).	Average miles carried.	Average rate charged per mile in pies.
No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.							
49	50	51	52	53	54	55	56	57	58	59	60
15,551	8·75	1·48	210,231	39·90	25,889	36,308	31,438	95,960	47,684	159·93	5·64
16,729	9·08	1·41	227,097	39·66	31,577	38,797	28,620	102,721	52,051	172·42	5·39
18,029	9·16	1·42	248,157	39·90	33,491	39,712	29,892	107,045	54,936	176·60	5·19
19,468	9·57	1·38	271,063	39·43	37,155	41,693	31,014	114,554	58,869	165·97	5·42
20,733	9·31	1·40	305,890	36·71	43,258	46,869	30,142	124,786	62,098	174·58	5·18

APPENDIX 12.

General results of working each railway system.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		5′ 6″ GAUGE.								
...	...	Bengal Central ...	1903	1,989	206	15,09	10,01	5,08	66·36	* Figures shown are only for the first-half of the year. Those for the second-half have been included with Eastern Bengal State railway, (5′6″ gauge).
			1904	2,041	235	15,60	10,20	5,40	65·40	
			1905	*1,070	*76	*6,66	*5,08	*1,58	*76·28	
			1906	†	†	†	†	†	†	† Included with the Eastern Bengal State railway, (5′6″ gauge) from 1906.
1	(*a*), (*b*), (*e*) and (*f*)	Bengal-Nagpur ...	1903	6,409	2,918	1,55,48	85,02	70,46	54·69	
			1904	7,745	3,381	1,89,12	93,25	95,87	49·31	
			1905	8,902	3,975	2,44,71	1,10,68	1,34,03	45·23	
			1906	9,834	4,645	2,69,47	1,27,96	1,41,51	47·49	
			1907	11,178	4,828	2,89,80	1,41,34	1,48,46	48·77	
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1903	19,654	1,770	1,83,76	91,73	92,03	49·92	
			1904	21,685	1,797	1,91,08	90,19	1,00,89	47·20	
			1905	23,489	2,055	2,11,73	92,47	1,19,26	43 67	
			1906	24,889	2,344	2,19,23	1,03,54	1,15,69	47·23	
			1907	28,673	2,610	2,31,42	1,01,52	1,29,90	43·87	
3	(*a*)	Eastern Bengal State ...	1903	14,331	2,654	1,02,22	51,39	50,83	50·27	
			1904	14,680	2,690	1,08,77	57,80	50,97	53·14	
			1905	17,090	2,975	1,18,00	64,44	53,56	54·61	
			1906	21,138	3,694	1,41,12	83,13	57,99	58·90	
			1907	24,225	4,101	1,64,21	1,03,42	60,79	62·98	
4	(*a*) to (*d*)	East Indian	1903	24,282	10,702	7,26,62	2.46,23	4,80,39	33·89	
			1904	25,181	12,241	7,87,26	2,66,82	5,20,44	33 89	
			1905	25,938	12,236	7,79,46	2,82,15	4,97,31	36·20	
			1906	28 143	12,517	8,26,07	3.21,75	5,04,32	38·95	
			1907	31,187	13,001	8,37,91	3,35,46	5,02,45	40·04	
5	(*a*) to (*h*)	Great Indian Peninsula ...	1903	20,221	4,518	4,68,69	2,30,49	2,38,20	49·18	
			1904	22,454	5,092	5,86,20	2,92,83	2,93,37	49·96	
			1905	25,293	5,676	6,30 41	3,05,37	3,25,07	48·44	
			1906	27,391	5,859	6.41 02	3,22,01	3,22,01	50 00	
			1907	29,529	5,889	6,88,54	3,65,13	3,23,41	53·03	
5	(*b*) to (*h*)	Indian Midland ...	1903	‡	‡	1,00,33	49,68	50,65	49·52	‡ Figures for columns 5 and 6 during 1903 and all figures from 1904 have been included with the Great Indian Peninsula railway.
6	(*a*) to (*d*)	Madras	1903	13,712	2,340	1,73,47	1,01,50	71,97	58·51	
			1904	13,953	2,748	1,90,53	1,11,29	79,24	58·41	
			1905	14,396	2,822	2,08 41	1,22,39	86,02	58·73	
			1906	15,373	2,891	2 13,90	1,27,09	86,81	59·42	
			1907	17,310	2,969	2,20,60	1,48,04	72,56	67·10	
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1903	1,797	895	46,26	19,33	26,93	41·79	
			1904	1,476	878	46,53	16,83	29,70	36·17	
			1905	1,583	857	46,26	15,72	30,54	33·98	
			1906	1,707	870	48,33	18,43	29,90	83·13	
			1907	1,945	884	53,01	18,14	34,87	34,22	
8	(*a*) to (*g*) and (*i*) to (*k*)	North Western State—								§ Information not available.
		Commercial Section ...	1903	§	§	4,89,77	2,20,61	2,69,16	45·04	
			1904	§	§	6,12,74	2,63,32	3,49,42	42·97	
			1905	§	§	5,99,17	2,81,14	3,18,03	46·92	
			1906	§	§	6,35,58	3,09,24	3,26,34	48·65	
			1907	§	§	7 27,68	3,46,75	3,80,93	47·65	
		Military Section ...	1903	§	§	38,99	41,71	−2,72	106·98	
			1904	§	§	46,00	52,19	−6,19	113·47	
			19 5	§	§	43,07	43,97	−90	102·09	
			1906	§	§	50,29	50,83	−54	101·07	
			1907	§	§	50,96	57,37	−6,41	112·58	
		Total ...	1903	22,777	6,064	5,28,76	2,62,32	2,66,44	49·61	
			1904	25,524	6,431	6,58,74	3,15,51	3,43,23	47·89	
			1905	30,017	7,237	6,42,24	3,25,11	3,17,13	50·62	
			1906	33,588	8,051	6,85,87	3,60,07	3,25,80	52·50	
			1907	39,910	8,464	7,78,64	4,04,12	3,74,52	51·90	
9	(*a*) to (*c*)	Oudh and Rohilkhand State ...	1903	8,902	2 359	1,42,13	68,49	73,64	48·19	
			1904	9,776	2,541	1,55,60	82,95	72,65	53·31	
			1905	10,797	2,340	1,56,99	92,21	64,78	58·74	
			1906	11,869	2,256	1,68,01	88,53	79,48	52·69	
			1907	13,025	2,486	1,85,80	1,18,24	67,56	63·64	
		3′ 3⅜″ GAUGE.								
10	(*a*)	Assam-Bengal ...	1903	1,961	403	24.28	19,58	4,70	80·64	
			1904	2,220	361	30 10	28,57	1,53	94·92	
			1905	2,476	432	34,83	33,00	1,83	94·75	
			1906	2,732	604	42.20	37,92	4,28	89·86	
			1907	3,074	658	48,90	42,50	6,40	86·91	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3′ 3⅜″ GAUGE—*contd.*								
11	(*a*) & (*b*)	Bengal and North-Western ...	1903	12,077	1,707	1,19,15	48,50	70,65	40·71	
			1904	12,910	1,789	1,29,99	51,60	78,39	39·70	
			1905	14,006	1,815	1,23,61	53,31	70,30	43·13	
			1906	15,160	2,089	1,43,83	63,93	79,90	44·45	
			1907	16,855	2,269	1,64,99	73,05	91,94	44·28	
12	(*a*) & (*b*)	Bengal Dooars	1903	443	121	6,58	3,28	3,30	49·87	
			1904	519	171	7,61	3,96	3,65	52·02	
			1905	486	194	8,82	4,35	4,47	49·32	
			1906	453	201	9,93	4,05	5,88	40·79	
			1907	606	144	10,25	4,28	5,97	41·76	
13	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1903	1,699	264	19,54	9,82	9,72	50·27	
			1904	1,938	302	22,37	10,56	11,81	47·20	
			1905	2,105	284	22,40	10,99	11,41	49 06	
			1906	2,250	316	23,57	10,98	12,59	46·58	
			1907	2,612	378	27,57	12,68	14,89	45·99	
14	(*a*) & (*b*)	Burma	1903	14,220	1,860	1,36,14	83,95	52,19	61·66	
			1904	16,118	2,175	1,51,02	85,32	65,70	56·49	
			1905	16,874	2,430	1,57,76	95,95	61,81	60·82	
			1906	17,610	2,589	1,57,32	98,70	58,62	62·74	
			1907	17,571	2,670	1,67,85	1,07,83	60,02	64·24	
15	(*a*)	Deoghur	1903	262	15	41	30	11	73·17	
			1904	281	14	47	32	15	68·48	
			1905	273	14	45	32	13	71·11	
			1906	329	15	54	33	21	61 11	
			1907	341	20	56	41	15	73·21	
16	(*a*) & (*b*)	Dibru-Sadiya	1903	299	556	9,76	5,26	4,50	53·89	
			1904	339	613	10,04	5,70	4,34	56·75	
			1905	353	642	10,14	5,55	4,59	54·73	
			1906	396	667	10,73	6,40	4,33	59·65	
			1907	416	684	10,99	6,86	4,13	62·42	
3	(*b*) to (*d*)	Eastern Bengal State ...	1903	*	*	85,50	44,28	41,22	51·78	* Included with the Eastern Bengal State railway (5′ 6″ gauge).
			1904	*	*	89,55	50,17	39,38	56·02	
			1905	*	*	89,38	44 68	44,70	49·99	
			1906	*	*	1,09,60	59,23	50.37	54·04	
			1907	*	*	1,06,58	61,48	45,10	57·68	
7	(*c*)	Hyderabad-Godavari Valley...	1903	1,183	546	22,14	13,28	8,86	59·98	
			1904	1,264	349	22 12	14,37	7,75	64·97	
			1905	1,591	373	29,64	16,35	13,29	55·16	
			1906	1,803	342	30,33	16,11	14,22	53·12	
			1907	2,095	312	32,55	14,81	17,74	45·50	
17	(*a*) to (*c*)	Jodhpur-Bikaner ...	1903	1,560	403	27,44	13,24	14,20	48·26	
			1904	1,702	439	30,60	13,51	17.09	44 15	
			1905	1,970	471	35,24	14,91	20 33	42·31	
			1906	2,107	587	40,76	18,66	22,10	45·78	
			1907	2,458	530	38,28	19,67	18,61	51·38	
18	(*a*)	Morvi	1903	257	19	2,98	1,53	1,45	51·43	
			1904	298	34	3,55	1,66	1,89	46·73	
			1905	286	49	3,23	1,49	1,74	46·13	
			1906	235	34	3,08	1,48	1,60	48·05	
			1907	341	54	4,12	1,56	2,56	37 86	
6	(*e*) & (*f*)	Nilgiri and Shoranur-Cochin	1903	695	156	6,28	3,56	2,72	56·58	
			1904	724	119	6,83	4,23	2,60	61·87	
			1905	732	105	7,02	4,92	2,10	70·09	
			1906	742	105	7,12	5,19	1,93	72·89	
			1907	788	122	7,51	5,65	1,86	75·23	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3′ 3⅜″ GAUGE—*concld.*								
2	(*b*) & (*k*) to (*n*)	Rajputana-Malwa ...	1903	12,447	1,976	2,33,74	1,16,11	1,17,63	49·67
			1904	13,194	2,117	2,41,37	1,14,80	1,26,57	47·56
			1905	15,223	2,669	2,93,28	1,25,85	1,67,43	42·91
			1906	16,891	2,691	2,89,52	1,36,96	1,52,56	47·31
			1907	19,535	2,856	2,97,91	1,48,22	1,49,69	49·75
19	(*a*) & (*b*)	Rohilkund and Kumaon ...	1903	1,546	419	18,16	8,47	9,69	46·65
			1904	1,673	439	19,15	8,93	10,22	46·63
			1905	1,772	441	19,88	10,13	9,75	50·96
			1906	2,807	502	24,59	12,57	12,02	51·12
			1907	3,195	634	27,65	12,88	14,77	46·58
20	(*a*) to (*f*)	South Indian ...	1903	17,878	3,516	1,28,85	51,81	77,04	40·21
			1904	19,164	3,508	1,34,40	60,62	73,78	45·10
			1905	19,383	3,105	1,41,03	69,77	71,26	49·47
			1906	20,351	3,233	1,44,68	81,00	63,68	55·99
			1907	23,656	3,589	1,54,57	76,53	78,04	49·51
21	(*a*) to (*k*)	Southern Mahratta ...	1903	6,698	1,089	95,58	58,96	36,62	61·51
			1904	7,158	1,331	1,07,95	68,50	39,45	63·46
			1905	8,404	1,342	1,14,26	69,36	44,90	60·70
			1906	8,991	1,415	1,22,82	74,12	48,70	60·35
			1907	10,023	1,556	1,35,41	80,96	54,45	59·79
22	(*a*)	Udaipur-Chitor ...	1903	190	15	1,78	1,11	67	62·63
			1904	162	11	1,51	98	53	64·86
			1905	257	16	2,08	1,04	1,04	50·00
			1906	276	27	2,48	1,12	1,36	45·16
			1907	288	23	2,51	1,14	1,37	45·42
		2′ 6″ GAUGE.								
23	(*a*)	Baraset-Basirhat Light ...	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	298	2	1,11	55	56	49·55	
			1906	412	4	1,51	71	80	47·02	
			1907	501	3	1,73	87	86	50·29	
24	(*a*)	Barsi Light	1903	62	45	1,30	77	53	59·23	
			1904	77	59	1,67	1,02	65	61·09	
			1905	101	82	2,19	80	1,39	36·53	
			1906	177	57	2,19	1,09	1,10	49·77	
			1907	658	82	5,43	3,19	2,24	58·75	
25	(*a*)	Bukhtiarpore-Behar Light ...	1903	118	7	36	21	15	57·74	
			1904	298	25	1,14	48	66	41·90	
			1905	252	19	89	53	36	59·55	
			1906	274	28	1,11	63	48	56·76	
			1907	314	21	1,10	65	45	59·09	
26	(*a*)	Cutch	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	3	7	22	6	16	27·27	
			1906	9	11	40	20	20	50·00	
			1907	21	11	43	19	24	44·19	
8	(*k*)	Kalka-Simla	1903	6	2	32	25	7	78·09	
			1904	84	25	5,90	3,82	2,08	64·41	
			1905	97	27	7,52	3,51	4,01	46·68	
			1906	96	32	7,64	4,57	3,07	59·82	
			1907	114	47	9,26	5,21	4,05	56·26	

APPENDIX 12—*concld.*

General results of working each railway system—concld.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		2′ 6″ GAUGE—*concld.*								
1	(*c*)	Mourbhanj	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	30	13	31	24	7	77·42	
			1906	64	12	45	23	22	51·11	
			1907	68	11	44	22	22	50·00	
1	(*d*)	Parlakimedi Light ...	1903	52	4	17	27	—10	155·58	
			1904	59	7	21	22	— 1	106·29	
			1905	68	10	27	23	4	85·19	
			1906	82	7	21	31	—10	147·62	
			1907	115	8	25	31	— 6	124·00	
19	(*c*)	Powayan Light ...	1903	269	22	72	43	29	60·34	
			1904	272	25	78	47	31	60·34	
			1905	299	30	92	56	36	60·87	
			1906	322	32	1,00	60	40	60·00	
			1907	329	24	87	52	35	59·77	
		Ranaghat-Krishnagar Light	1903	248	7	86	53	33	60·86	†Included with the Eastern Bengal State railway (3′3⅜″ and special gauges.)
			1904	†	†	‡41	‡29	‡12	‡70·24	
			1905	†	†	†	†	†	†	
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	1903	...	...	...	...	...	...	‡Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State railway (3′3⅜″ and special gauges).
			1904	...	...	...	...	...	...	
			1905	...	...	...	...	...	...	
			1906	...	...	...	...	...	...	
			1907	165	14	101	72	29	71·29	
30	(*a*)	Tarakeshwar-Magra Light	1903	427	17	85	60	25	70·40	
			1904	472	23	90	62	28	69·25	
			1905	456	22	87	65	22	74·71	
			1906	508	26	1,00	67	33	67·00	
			1907	551	33	1,10	76	34	69·09	
31	(*a*)	Tezpore-Balipara Light	1903	145	9	95	67	28	70·72	
			1904	149	8	88	71	17	80·43	
			1905	155	14	1,03	76	27	73·79	
			1906	156	16	1,15	80	35	69·57	
			1907	157	15	1,12	83	29	74·11	
6	(*g*) & (*h*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri ...	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	37	2	13	14	—1	107·69	
			1906	245	14	79	81	—2	102·53	
			1907	292	15	93	84	9	90·32	
		2′ 0″ GAUGE.								
33	(*a*)	Darjeeling-Himalayan	1903	109	44	9,62	5,45	4,17	56·65	
			1904	139	44	10,45	5,73	4,72	53·46	
			1905	137	44	9,72	5,61	4,11	57·72	
			1906	134	44	9,81	5,78	4,03	58·92	
			1907	145	46	9,50	5,22	4,28	54·95	
34	(*a*)	Howrah-Amta Light	1903	808	17	2,77	1,39	1,38	50 32	
			1904	855	13	2,97	1,42	1,55	47·82	
			1905	940	17	3,29	1,51	1,78	45·90	
			1906	993	20	3,51	1,74	1,77	49·57	
			1907	10,47	16	3,70	1,67	2,03	45·14	
35	(*a*)	Howrah-Sheakhala Light	1903	343	7	87	52	35	59·85	
			1904	346	6	86	47	39	54·72	
			1905	351	6	88	50	38	56·82	
			1906	364	7	91	54	37	59·34	
			1907	392	7	95	56	39	58·95	
36	(*a*)	Jorhat	1903	155	12	91	77	14	85·02	
			1904	163	10	74	78	—4	105·17	
			1905	167	10	79	76	8	96·20	
			1906	162	15	93	80	13	86·02	
			1907	185	14	92	91	1	98·91	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* appendix 38.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2. (a) Twist and yarn, European.		2. (b) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) (*e*) & (*f*)	Bengal-Nagpur	352	8,349	2,065,756	50,68,685	13,235	1,77,091	4,449	33,459	16,466	1,96,246
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	660	14,894	134,267	2,60,739	216,556	22,66,952	290	5,695	16,318	2,35,664
3	...	Eastern Bengal State	1,362	15,195	691,373	6,32,160	2,809	13,076	2,159	16,988	5,493	37,312
4	...	East Indian	4,131	1,24,238	6,872,174	2,06,02,629	53,500	6,98,659	1,344	37,535	17,614	1,88,992
5	...	Great Indian Peninsula	1,448	59,816	395,214	11,71,871	387,177	90,96,734	14,403	2,65,414	17,984	1,93,276
6	(*a*) to (*d*)	Madras	785	17,688	466,741	9,10,101	56,392	5,64,680	4,704	49,115	18,927	1,55,223
	(*a*) & (*b*)	Nizam's Guaranteed State	130	2,406	327,958	10,61,346	8,594	56,653	4,175	45,593	2,803	38,164
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	4,118	95,878	251,584	5,56,974	107,854	13,57,453	1,549	27,351	8,409	1,42,099
9	...	Oudh and Rohilkhand State	844	10,606	76,893	2,20,235	22,969	1,10,508	1,855	15,487	6,067	44,203
		3' 3½" gauge.										
10	...	Assam-Bengal	159	1,734	32,883	99,841	2,599	19,841	448	1,896	623	4,318
11	...	Bengal and North-Western	668	10,332	109,913	2,23,903	1,503	17,961	123	1,418	6,298	74,369
12	...	Bengal-Dooars	20	248	14,910	58,482	3	17	12	62	87	376
13	...	Bhavnagar-Gondal-Junagad-Porbandar	525	6,231	10,478	11,125	53,035	2,50,978	44	262	1,280	7,248
14	...	Burma	512	9,656	1,028	3,059	4,941	22,750	2,589	45,556	1,830	43,499
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	572,147	4,99,973	353	3,752	...	...	...	...
7	(*e*)	Hyderabad-Godavari Valley	35	2,643	15,228	63,777	41,450	5,16,899	400	7,493	1,030	21,558
17	...	Jodhpur-Bikaner	313	4,070	18,918	42,434	20,817	93,641	14	135	920	5,894
6	(*e*) & (*f*)	Madras	70	813	181	2,127	514	4,886	64	257	996	4,070
18	...	Morvi	24	123	514	668	3,881	24,899	...	...	113	347
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	1,147	27,133	130,351	1,85,020	122,703	15,61,638	357	3,379	14,408	3,12,290
19	(*a*) & (*b*)	Rohilkund and Kumaon	340	2,926	1,963	2,323	1,485	4,463	47	209	2,807	12,797
20	...	South Indian	86	1,477	34,769	40,805	42,225	2,25,720	2,759	32,323	11,739	85,716
21	...	Southern Mahratta	270	4,334	15,706	81,185	162,715	9,21,666	2,616	34,979	12,874	1,26,309
22	...	Udaipur-Chitor	7	59	162	299	4,275	16,564	5	37	30	209
		2' 6" gauge.										
23	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	19	92	530	742	19,045	51,686	112	425	237	586
25	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	...	...	205	295	1,134	2,196	100	325	...	...
8	(*k*)	Kalka-Simla	418	10,216	2,901	22,814	2	52	...	5	2	59
1	(*c*)	Mourbhanj	2	6	226	491	1	2	...	...	27	75
1	(*d*)	Parlakimedi Light	2	2	...	...	1	2	1	1	243	157
19	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)—Saharanpur Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light	...	...	94	155	...	...	1	6	...	...
31	...	Tezpore-Balipara Light	...	...	3,105	8,149	20	174	...	...	...	...
6	(*g*) & (*k*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri	...	2	500	638	1	1	2	7	175	415
		2' 0" gauge.										
33	...	Darjeeling-Himalayan	256	7,230	2,414	22,055	4	98	...	11	137	3,489
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1907	19,063	4,38,087	12,191,075	3,18,55,101	1,351,793	1,80,81,722	44,622	6,25,423	165,941	19,24,960
		Total 1906	17,822	3,99,672	11,187,407	3,22,82,988	1,126,121	1,57,09,651	44,794	6,28,354	153,435	18,63,736
		Increase	1,241	38,415	1,003,668	...	225,672	23,72,071	...	...	12,506	62,224
		Decrease	...	...	...	4,27,887	...	...	172	2,931	...	...

DIX 17.

arnings therefrom during the calendar year 1907.

nd is therefore not the same as the total production.]

III.								IV.		V.								Number.
COTTON.										DRUGS.								
Manufactured.												2. Non-intoxicating.						
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.		Total.		Chemicals, excepting saltpetre.		1. Intoxicating, other than opium.		(a) Medicinal preparations.		(b) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,504	1,05,843	9,972	1,58,151	199	2,685	53,825	6,73,475	487	7,729	47	931	...	...	1,512	17,752	1,559	18,683	1
15,139	3,07,997	19,924	2,92,883	1,009	20,392	269,236	31,19,583	1,325	22,942	27	589	127	2,338	2,709	39,717	2,863	42,644	2
27,350	2,80,297	5,092	44,782	...	...	42,908	3,92,455	2,002	18,929	50	1,056	155	2,349	1,187	19,209	1,392	22,614	3
59,253	15,17,083	7,399	1,21,713	4,082	61,770	143,192	26,25,752	6,837	1,10,618	89	1,131	787	27,999	2,223	34,302	3,099	63,432	4
42,372	13,59.663	19,691	3,52,605	1,648	45,457	483,275	1,13,13,149	1,652	47,973	130	4,771	280	11,180	2,080	44,351	2,490	60,302	5
9,236	1,12,524	11,707	1,38,018	37	760	101,003	10,20,320	180	4,320	7	316	309	8,322	4,024	54,892	4,331	63,530	6
3,104	46,619	1,354	18,517	78	1,111	20,108	2,06,657	112	2,384	28	353	110	2,122	811	6,831	949	9,306	7
23,147	5,64,964	35,104	8,04,94[illegible]	1,571	29,499	177,634	29,26,312	5,967	90,276	360	6,712	882	23,617	8,365	1,25,867	9,607	1,56,196	8
6,862	47,497	5,431	44,589	334	4,131	43,518	2,66,415	215	2,492	137	3,304	706	6,446	627	6,227	1,470	15,977	9
1,344	16,516	1,829	12,656	20	216	6,863	55,443	371	2,942	3	88	100	1,398	473	3,186	576	4,672	10
17,061	1,71,732	4,818	45,469	445	6,437	30,248	3,17,386	1,581	6,262	102	1,381	114	1,701	15,792	69,217	16,008	72,299	11
628	3,910	232	2,380	...	...	962	6,745	355	3,554	...	...	5	43	572	7,312	577	7,360	12
925	6,647	1,600	10,556	3	32	56,887	2,75,723	56	561	17	274	76	581	97	626	190	1,481	13
7,896	1,33,292	300	4,380	160	2,502	17,716	2,51,979	132	3,450	...	3	180	4,107	356	4,918	536	9,028	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	353	3,782	...	...	404	3,278	...	...	...	...	404	3,278	16
811	14,178	1,336	20,128	3	64	45,030	5,80,320	27	373	8	198	16	339	34	449	58	986	7
1,873	17,835	3,079	19,584	74	714	26,777	1 37,803	114	947	5	39	30	432	357	2,326	392	2,797	17
113	725	631	2,824	...	1	2,318	12,766	10	218	...	...	76	883	1,005	8,643	1,081	9,526	6
134	526	149	613	18	74	4,294	26,450	18	76	149	415	3	11	41	173	193	599	18
14,328	3,03,478	16,091	3,08,801	1,048	24,332	168,935	25,13,918	506	10,224	181	2,357	50	1,357	2,217	38,833	2,448	42,547	2
703	3,761	1,424	11,571	90	435	6,616	33,236	720	6,203	26	307	34	271	516	4,041	576	4,622	19
8,933	1,26,818	4,797	39,253	594	3,904	71,047	5,13,734	128	3,427	493	3,017	904	9,337	1.497	13,452	2,884	25,806	20
4,751	72,544	5,609	74,830	852	10,646	189,417	12,40,974	694	7,205	36	516	192	3,210	428	4,729	656	8,455	21
250	1,957	315	2,045	3	24	4,878	21,436	...	1	2	15	...	...	31	229	33	244	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
342	1,233	373	1,203	6	27	20,115	55,160	19	88	...	1	...	1	41	154	41	156	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
204	609	...	...	...	...	1,438	3,190	...	...	...	...	...	...	...	...	...	...	26
319	6,134	38	737	33	745	394	7,732	51	543	...	4	25	631	152	1,806	177	2,441	8
64	166	7	30	...	2	99	275	2	5	...	...	...	...	5	13	5	13	1
26	21	16	20	1	1	288	202	4	5	...	...	...	...	19	16	19	16	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
43	103	...	...	...	...	49	109	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	20	174	...	...	...	...	12	88	...	...	12	88	31
74	199	51	170	...	...	303	792	...	1	...	...	...	1	3	7	3	8	6
386	9,420	104	2,856	14	345	645	16,219	44	512	...	...	96	1,659	35	981	131	2,640	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
267,180	52,34,354	159,533	25,36,910	12,322	2,16,306	1,990,391	2,86,19,675	23,609	3,54,260	2,291	31,056	5,260	1,10,428	47,209	5,11,262	54,760	6,52,746	
240,219	47,35,907	160,324	26,17,848	10,599	1,96,352	1,735,492	2,57,52,848	19,888	2,91,714	2,110	33,369	4,236	97,776	50,466	5,10,950	56,812	6,42,095	
16,961	4,98,447	...	...	1,723	17,954	254,899	28,66,827	3,721	62,546	181	...	1,024	12,652	...	312	...	10,651	
...	...	1,791	80,938	...	...	...	...	...	...	...	2,313	...	...	3,257	...	2,052	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b) (e) & (f)	Bengal-Nagpur	...	...	362	3,399	23	736	18,104	1,73,702	951	5,401	7,894	65,191	771	11,454	28,105	3,59,283
2	(a), (c) to (g) & (u) & (p)	Bombay, Baroda and Central India.	2,107	33,131	186	1,259	30	559	163	2,094	1,122	8,753	2,543	44,519	3,230	30,559	9,381	1,20,874
3	...	Eastern Bengal State	...	...	425	3,230	143	1,196	...	...	...	...	5,215	32,445	305	2,533	6,088	39,404
4	...	East Indian	207	4,605	1,199	12,426	1,059	22,805	6,880	43,683	3,509	8,563	6,940	1,31,047	5,112	50,843	24,906	2,73,972
5	...	Great Indian Peninsula	2,044	54,572	960	23,594	391	9,852	31,538	2,18,364	13,756	64,912	11,917	1,87,018	2,939	38,859	63,545	5,97,171
6	(m) to (d)	Madras	457	5,580	76	527	1,441	17,979	2,384	14,383	21,446	1,46,392	16,635	1,02,336	647	8,260	43,086	2,95,457
7	(a) & (b)	Nizam's Guaranteed State.	348	3,996	68	482	7	122	198	833	2,932	16,519	1,522	16,288	137	1,650	5,212	39,890
8	(a) to (g) & (i) to (k)	North Western State	680	18,034	38	405	1,363	31,551	729	10,221	1,176	3,652	5,956	77,178	6,998	85,116	16,940	2,26,158
9	...	Oudh and Rohilkhand State.	48	496	269	1,915	119	934	118	896	522	1,572	2,070	22,805	232	2,577	3,378	31,095
		3′ 3¾″ gauge.																
10	...	Assam-Bengal	...	...	41	163	...	...	1	3	...	...	110	1,245	8	103	160	1,514
11	...	Bengal and North-Western.	78	730	1,116	13,055	291	2,315	315	1,639	2,801	4,659	4,400	41,157	777	7,653	9,778	71,208
12	...	Bengal-Dooars	...	...	1	3	...	...	...	...	...	...	43	230	2	17	46	250
13	...	Bhavnagar Gondal-Junagad-Porbandar.	126	804	16	61	2	18	120	518	47	228	243	1,226	484	1,955	1,038	4,810
14	...	Burma	1	28	3,283	30,839	...	6	119	1,093	422	3,730	1,134	8,044	54	675	5,013	44,415
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	(c)	Hyderabad-Godavari Valley.	23	351	37	430	59	1,080	32	151	237	907	304	3,987	74	1,130	766	8,016
17	...	Jodhpur-Bikaner	17	147	4	28	108	1,667	45	195	1,446	8,777	257	1,633	2,026	9,998	3,903	22,445
6	(e) & (f)	Madras	1	3	...	...	...	...	20	37	174	373	80	256	20	252	295	921
18	...	Morvi	5	24	...	...	...	3	...	...	44	167	7	27	29	126	85	347
2	(b) & (k) to (n)	Rajputana-Malwa	1,938	46,709	181	2,116	463	7,240	296	3,294	2,519	14,651	2,983	37,132	2,189	24,285	10,569	1,35,427
19	(a) & (b)	Rohilkund and Kumaon.	7	46	308	1,540	12	63	28	135	2,501	5,578	673	3,631	100	648	3,629	11,631
20	...	South Indian	544	6,073	203	1,186	582	5,019	748	4,958	5,672	43,074	3,512	25,226	803	7,427	12,064	92,963
21	...	Southern Mahratta	318	4,916	243	2,141	208	2,160	11,599	45,209	16,466	53,251	7,983	64,425	651	6,096	37,468	1,78,198
22	...	Udaipur-Chitor	10	65	1	5	7	54	3	17	...	...	62	449	39	258	122	848
		2′ 6″ gauge.																
23	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	6	18	49	122	1	4	10	25	130	445	402	1,106	84	304	682	2,024
25	...	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	...	...	...	...	...	...	...	...	...	...	16	45	31	86	47	131
8	(h)	Kalka-Simla	...	...	2	28	...	...	...	...	104	515	14	205	128	3,410	248	3,158
1	(c)	Mourbhanj	...	...	2	8	...	...	130	263	176	418	11	30	3	9	322	728
1	(d)	Parlakimedi Light	...	...	...	1	...	...	262	215	70	60	92	79	5	5	429	360
19	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	(g) & (k)	Tirupattur-Krishnagiri & Morappur Dharmapuri	1	2	2	3	...	2	10	16	38	101	16	39	2	8	69	171
		2′ 0″ gauge.																
33	...	Darjeeling-Himalayan	...	...	2	44	...	...	...	...	...	...	2	57	11	221	15	322
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1907	8,966	1,30,330	9,074	98,911	6,309	1,05,365	73,852	5,21,344	78,261	3,92,698	83,036	8,69,026	27,891	2,95,517	287,389	24,63,191
		Total 1906	7,621	1,54,568	9,015	1,00,851	7,050	1,17,734	80,666	6,08,747	82,056	4,05,373	66,159	7,10,507	30,187	3,32,040	283,754	24,29,820
		Increase	1,345	25,762	59	...	...	...	...	...	...	...	16,877	1,58,519	...	...	3,635	33,371
		Decrease	...	...	...	1,940	741	12,369	6,814	87,403	4,795	12,675	...	...	2,296	36,523	...	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

VII						VIII.		(IX —*continued on following page.*)								Number
Fodder.								Grain and Pulse.								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,338	26,960	6,082	39,162	11,320	66,122	11,857	94,682	71,523	5,83,100	1,853	5,437	177,287	14,85,959	219,354	10,32,087	1
8,126	51,608	137,534	6,52,182	145,660	7,03,790	29,530	1,37,242	121,893	6,71,057	52,698	2,35,807	9,243	31,830	50,223	3,22,360	2
13,274	30,875	25,801	44,488	39,075	75,343	14,086	56,939	49,133	1,99,677	...	...	315,893	9,80,474	220,723	6,85,173	3
43,134	1,90,711	22,027	83,651	65,161	2,74,362	7,280	1,03,036	258,777	18,80,352	94,916	5,35,844	94,097	2,59,759	225,444	11,18,062	4
19,265	1,16,855	44,574	2,21,453	63,839	3,38,308	21,493	2,02,072	249,863	25,03,833	339,126	24,50,719	4,132	16,524	98,455	6,92,913	5
15,822	62,646	2,803	15,035	18,625	77,731	19,154	1,27,514	115,672	6,60,317	61,333	3,79,631	109,938	4,42,197	209,896	7,73,761	6
935	5,419	4,259	29,490	5,194	34,909	2,587	22,620	27,240	1,31,924	41,530	2,02,599	2,230	9,251	27,285	1,52,650	7
16,527	70,935	29,282	1,06,120	45,809	1,77,085	26,181	1,87,407	4,15,362	28,81,472	206,416	14,98,057	55,830	1,87,155	214,602	14,19,797	8
6,685	27,953	8,563	22,699	15,253	50,655	14,047	52,518	168,474	7,83,630	119,033	3,30,934	7,795	32,405	33,266	1,26,649	9
2,663	11,827	987	6,198	3,650	18,025	1,323	8,431	4,475	25,234	...	...	61,304	2,09,552	159,865	7,51,643	10
9,621	35,944	6,537	23,590	16,158	59,534	33,457	87,319	104,043	5,45,554	123,627	9,13,682	73,164	4,05,748	129,180	5,76,407	11
300	2,503	267	1,735	567	4,238	46	353	3,726	11,061	...	...	2,334	3,671	12,141	40,428	12
801	4,830	689	1,840	1,490	6,670	4,444	17,880	5,875	15,842	19,059	59,818	87	217	11,747	44,273	13
1,941	11,773	2,656	7,651	4,596	19,424	40,886	3,02,595	27,405	2,22,078	527	4,491	708,823	33,53,551	101,709	4,83,629	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	1,795	12,068	...	...	...	...	19,237	88,583	16
1,291	5,029	751	3,005	2,042	8,034	336	2,881	9,603	56,377	12,278	64,746	39	174	15,580	94,295	17
171	552	6,484	12,638	6,655	13,190	1,667	7,851	28,871	1,16,491	50,757	2,96,307	4,820	18,433	38,167	1,67,613	18
128	615	74	288	202	903	354	1,097	2,260	5,686	260	603	5,530	8,449	11,584	23,733	19
12	23	5	62	17	88	205	617	1,778	2,583	10,419	24,814	55	97	476	839	20
6,974	31,131	40,818	2,21,361	47,792	2,52,492	30,919	2,33,347	206,731	19,90,408	87,478	5,68,138	2,754	9,865	60,644	3,84,016	21
650	2,112	5,566	21,855	6,216	23,967	4,218	31,008	52,327	1,44,795	6,452	14,843	5,061	17,33	10,116	29,108	22
45,538	1,64,071	493	2,477	46,034	1,66,548	39,566	2,02,134	72,787	2,96,923	16,991	74,465	102,916	2,78,087	133,917	5,06,283	23
9,906	40,948	7,757	48,198	17,663	89,146	13,923	86,470	70,689	4,37,979	54,593	3,15,874	36,316	1,36,666	58,045	3,93,126	24
19	71	609	2,257	628	2,328	100	577	686	2,654	33	120	3	14	829	3,184	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
154	428	1	6	155	434	74	187	4,655	10,997	2,980	7,064	386	996	1,670	3,923	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	...	...	...	...	11	60	371	1,009	265	504	...	...	935	2,536	29
120	1,232	552	5,286	672	6,518	6,237	45,170	2,696	19,546	265	1,593	6	43	1,096	10,902	30
4	12	21	53	25	65	48	138	191	549	...	1	652	1,312	1,878	3,091	31
3	2	9	11	12	13	135	79	592	423	4	2	1,474	1,109	532	42	32
...	...	...	...	...	...	...	...	1,215	1,686	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
1,733	2,427	16	17	1,749	2,444	59	81	57	57	...	...	1,065	1,270	151	212	35
410	1,031	...	...	410	1,031	...	...	805	1,321	...	...	1,073	5,071	...	...	36
759	1,361	3	4	758	1,365	118	242	799	1,356	35	55	746	1,091	868	1,351	37
46	515	21	280	67	795	48	1,034	1,385	13,372	...	...	9	88	10,191	1,15,646	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
212,246	9,02,438	355,248	15,73,122	567,494	24,75,560	324,759	20,13,612	2,087,269	1 42,14,554	1,319,287	79,88,183	1,785,712	79,01,441	2,079,998	1,07,59,054	42
193,764	8,72,291	558,661	24,16,473	753,425	32,88,764	277,453	18,58,885	1,980,199	1,39,42,142	1 142,250	69,02,255	1,570,351	65,33,594	2,506,162	1,24,75,853	43
12,482	30,147	...	...	...	...	47,306	1,54,727	108,760	2,72,412	177,037	9,93,928	215,361	13,67,847	...	...	44
...	...	203,413	8,43,351	190,931	8,13,234	...	...	...	...	...	...	...	...	426,556	17,16,799	45

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 33.	IX								Hides	
			GRAIN AND PULSE—*concld.*									
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		(a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) (*e*), & (*f*)	Bengal-Nagpur	103,742	11,22,221	6,698	80,394	6,599	28,898	586,936	49,02,026	...	...
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	94,396	4,38,101	5,371	43,920	19,581	88,080	356,507	18,31,184	40	257
3	...	Eastern Bengal State	1,025	4,044	16,577	1,09,342	6,630	22,89[illegible]	609,981	19,71,006	...	...
4	...	East Indian	231,784	19,64,4[illegible]6	66,187	5,35,027	95,901	6,18,502	1,067,106	69,51,032	247	1,860
5	...	Great Indian Peninsula	196,065	18,0[illegible],563	20,116	1,68,153	18,607	1,61,609	935,372	77,99,334	30	976
6	(*a*) to (*d*)	Madras	3,562	16,000	5,243	29,867	52,166	3,01,962	560,71[illegible]	26,03,725	782	6,159
7	(*a*) & (*b*)	Nizam's Guaranteed State	7,320	38,752	1,815	10,917	959	5,825	108,429	5,51,893	...	...
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	1,505,936	1,71,96,712	30,926	3,61,384	227,977	19,97,077	2,707,129	2,56,[illegible]0,684	230	1,627
9	...	Oudh and Rohilkhand State	1,74,201	10,93,351	27,605	1,55,514	113,684	7,25,379	644,058	32,47,912	...	...
		3′ 3¼″ gauge.										
10	...	Assam-Bengal	109	880	2,084	13,497	195	1,337	229,032	10,02,203	...	...
11	...	Bengal and North-Western	41,686	190,567	5,460	37,000	259,347	14,28,097	742,412	40,97,035	23	83
12	...	Bengal-Dooars	9	11	827	5,027	470	1,553	19,507	61,741	184	1,127
13	...	Bhavnagar-Gondal-Junagad-Porbandar	7,121	21,421	345	1,421	17,909	66,274	63,043	2,09,286	2	20
14	...	Burma	1,598	8,746	7,502	67,807	2,550	25,033	850,264	41,70,335	18	184
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	916	5,858	21,948	1,06,809	...	...
7	(*c*)	Hyderabad-Godavari Valley	3,611	29,907	207	1,413	432	2,961	41,755	2,43,876	...	...
17	...	Jodhpur-Bikaner	32,550	1,39,078	1,232	4,107	57,816	2,29,051	222,643	9,69,080	4	30
6	(*e*) & (*f*)	Madras	56	303	809	5,990	4,931	28,740	25,469	73,504	6	27
18	...	Morvi	1,119	1,929	150	436	1,463	3,015	15,460	33,713	...	1
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	177,816	16,56,569	8,859	57,688	139,716	11,89,456	683,998	58,56,230	23	172
19	(*a*) & (*b*)	Rohilkund and Kumaon	22,488	60,093	2,575	7,249	17,806	49,344	117,405	3,22,815	...	...
20	...	South Indian	504	2,698	2,663	13,514	22,858	1,04,209	352,676	12,76,184	866	10,023
21	...	Southern Mahratta	17,001	1,11,858	5,598	38,235	26,758	1,27,446	268,000	15,81,187	37	230
22	...	Udaipur-Chitor	2,541	11,019	44	235	1,274	5,158	5,410	22,384	...	...
		2′ 6″ gauge.										
23	...	Barsset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	962	2,218	62	184	104	273	10,819	25,655	...	...
25	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	1,002	2,722	39	104	21	60	2,633	6,935	...	...
9	(*h*)	Kalka-Simla	3,083	22,969	2,414	21,416	2,634	17,073	12,194	93,547	...	...
1	(*c*)	Mourbhanj	6	15	42	115	3	5	2,772	5,098	...	...
1	(*d*)	Parlakimedi Light	17	13	10	5	332	252	2,961	2,231	...	...
19	(*c*)	Powayan Light	546	705	...	...	1,741	2,058	3,532	4,449	...	...
29	...	Shahadara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light	...	...	236	282	4	6	1,513	1,827	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	1,378	6,392	...	...
6	(*g*) & (*k*)	Tiruppattur-Krishnagiri and Morappur-Dharmapuri.	4	8	19	33	250	415	2,721	4,309	3	8
		2′ 0″ gauge.										
33	...	Darjeeling-Himalayan	...	...	1,654	26,309	272	4,582	13,511	1,59,997	...	2
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1907	2,631,875	2,59,41,958	273,399	17,75,585	1,100,906	72,42,483	11,278,344	7,58,21,258	2,495	22,786
		Total 1906	2,259,163	2,00,01,503	225,730	15,15,751	975,707	58,31,755	10,660,162	6,72,92,855	29,353	1,81,654
		Increase	372,712	59,40,453	47,669	2,59,834	125,199	14,10,728	618,182	85,28,403	...	...
		Decrease	...	...	...	...	...	...	...	...	26,858	1,58,988

DIX 17—*continued.*

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

I. HIDES AND SKINS.								XI.		XII.		XIII. JUTE.						Numbers.
(1) Of cattle.		(2) Skins of sheep, etc.				Total.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		(2) Gunny bags and cloth.		Total.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs	Tons.	Rs.	Tons.	Rs.	
8,190	91,904	...	...	1,178	8,163	9,368	1,03,067	558	4,417	6,523	46,027	17,568	35,691	24,854	2,59,313	42,422	2,95,004	1
1,439	12,998	3	111	3,204	33,895	4,686	47,261	104	1,389	5,225	59,199	315	4,039	12,360	80,756	12,675	84,795	2
16,925	1,16,710	...	...	1,287	8,870	18,212	1,25,580	295	1,200	10,585	16,282	979,100	60,78,443	26,349	84,649	1,005,449	61,63,092	3
24,599	3,73,361	24	308	9,965	1,34,688	34,835	5,10,217	743	8,633	30,554	1,98,418	156,878	7,99,691	66,923	9,63,873	223,801	17,63,564	4
5,484	83,405	69	1,159	13,945	1,74,207	19,528	2,59,747	1,134	16,485	13,592	1,59,697	1,024	16,078	32,770	3,00,634	33,794	3,16,712	5
3,130	23,398	2,213	26,783	26,779	2,39,741	32,904	2,96,084	1,117	10,102	5,630	38,912	1,858	10,016	20,026	1,33,402	21,924	1,43,418	6
418	4,052	...	3	2,100	19,023	2,518	23,078	199	1,506	1,237	14,201	22	191	3,814	30,511	3,836	30,702	7
13,104	1,53,610	99	749	12,106	1,44,425	25,539	3,00,411	289	3,410	624	5,369	94	627	68,842	5,85,818	68,936	5,86,445	8
6,294	41,833	...	...	2,814	13,088	9,108	54,921	705	3,105	9,892	27,862	367	1,972	10,683	58,238	11,050	60,210	9
720	9,613	...	...	22	219	742	9,832	15	205	505	2,072	108,641	2,52,176	1,514	7,112	110,155	2,59,288	10
7,036	42,625	4	54	2,721	15,290	9,784	65,052	113	713	7,325	42,986	7,772	42,217	1 8,026	1,18,314	25,798	1,60,531	11
...	...	6	31	...	...	190	1,158	1	12	...	2	16,767	54,291	339	1,247	17,106	55,538	12
233	1,644	6	62	494	2,972	735	4,698	6	29	2	13	11	87	2,132	7,805	2,143	7,892	13
3,249	37,017	1	16	37	433	3,305	37,650	43	573	1	29	23	496	18,021	73,714	18,044	73,210	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
205	2,288	...	...	630	6,852	835	9,120	36	486	121	1,649	...	...	2,527	21,002	2,527	21,002	7
716	6,760	2	20	1,092	7,205	1,814	14,015	...	8	123	481	5	23	4,379	14,980	4,384	15,003	17
35	127	24	80	695	1,631	750	1,965	5	25	282	825	...	5	498	1,631	498	1,636	6
56	243	...	...	54	244	110	488	2	12	36	135	3	14	264	865	267	879	18
3,362	35,591	31	324	4,310	43,327	7,726	79,414	73	778	5,913	51,425	539	4,733	18,063	1,23,462	18,602	1,28,195	2
1,124	5,513	...	...	365	1,501	1,489	7,014	113	585	3,926	13,475	39	149	2,473	8,591	2,512	8,740	19
3,615	25,554	1,457	23,144	7,925	45,552	13,864	1,05,273	215	1,589	3,546	26,927	108	771	13,128	63,426	13,236	64,197	20
1,168	7,395	246	1,366	9,013	62,340	10,464	71,331	345	2,959	1,456	12,269	7	31	11,153	71,911	11,160	71,942	21
5	25	...	...	139	727	144	752	...	2	9	67	2	18	245	1,043	247	1,061	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
18	57	...	...	128	343	146	400	4	12	33	100	4	8	1,353	3,569	1,357	3,577	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	54	142	...	...	26	57	26	57	26
50	521	...	...	27	259	77	780	...	20	19	405	...	9	225	2,124	225	2,133	8
1	4	...	...	...	1	1	5	...	...	...	...	2	4	55	133	57	137	1
223	197	...	...	62	54	285	251	1	2	5	4	1	2	57	54	58	56	1
...	...	...	...	...	...	...	...	...	...	462	1,044	...	...	...	...	..	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
26	64	...	...	...	...	26	64	...	...	1	2	493	664	...	...	493	664	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
21	37	46	96	322	504	393	645	6	8	1	2	...	1	115	271	115	272	6
253	3,109	...	2	3	49	256	3,462	7	141	2	31	111	716	183	2,571	294	3,287	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
101,699	10,90,935	4,231	54,311	101,408	9,65,603	209,833	21,33,635	6,129	53,426	107,684	7,20,052	1,291,794	73,03,163	3,62,297	30,20,106	1,654,091	1,03,23,269	
119,131	14,68,913	8,338	88,645	127,493	12,57,915	284,316	29,97,127	6,649	61,282	101,142	6,94,156	1,121,575	72,42,084	311,180	25,35,805	1,432,755	97,77,889	
...	...	...	...	...	...	...	...	...	...	6,542	25,896	170,219	61,079	51,117	4,84,301	221,336	5,45,380	
17,433	3,77,978	4,107	34,934	26,085	2,92,312	74,182	8,63,492	520	2,856	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India.

Number.		Railway system, *vide* Appendix 38.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs
1	(a), (b), (e) & (f).	Bengal-Nagpur	14,230	1,24,927	1,378	10,127	...	...	1,378	10,127	701	2,835	2,542	23,351
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India	247	1,467	1,180	14,698	865	12,659	2,045	27,357	1,651	19,802	6,613	42,073
3	...	Eastern Bengal State	1,763	10,431	...	1	31	149	31	150	459	3,837	1,239	13,385
4	...	East Indian	32,215	4,72,365	1,099	42,694	1,008	20,314	2,107	62,008	6,389	57,651	4,208	1,01,125
5	...	Great Indian Peninsula	1,217	13,491	879	11,730	1,250	28,355	2,129	40,085	7,853	91,720	9,536	1,08,765
6	(a) to (d)	Madras	128	1,637	5,519	66,886	1,181	17,261	6,700	84,147	4,993	57,269	7,157	48,612
7	(a) & (b)	Nizam's Guaranteed State	24	206	1,173	16,413	158	1,231	1,328	17,724	1,691	15,216	497	5,903
8	(a) to (g) & (i) to (k)	North Western State	1,020	14,542	3,249	42,141	1,220	36,074	4,477	78,225	7,218	87,479	5,970	1,47,402
9	...	Oudh and Rohilkhand State	561	3,169	...	...	161	1,580	164	1,580	4,363	16,985	1,933	25,252
		3′ 3¾″ gauge.												
10	...	Assam-Bengal	760	7,525	...	...	6	63	6	63	177	1,413	485	3,347
11	...	Bengal and North-Western	1,881	12,607	61	233	326	1,826	387	2,059	42	304	258	2,811
12	...	Bengal-Dooars	2	8	...	...	...	...	...	...	8	98	34	504
13	...	Bhavnagar-Gondal-Junagad-Porbandar	20	67	37	1,811	26	137	343	1,948	19	154	201	1,836
14	...	Burma	1,212	19,219	31	447	54	1,015	85	1,462	2,660	28,833	756	13,549
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	251	2,725	...	...
17	(c)	Hyderabad-Godavari Valley	7	86	26	238	72	1,383	98	1,621	11	64	44	508
18	...	Jodhpur-Bikaner	493	2,072	235	2,043	186	2,445	421	4,488	7	55	41	593
19	(c) to (h)	Madras	...	2	124	306	6	34	130	340	1,981	6,639	527	3,569
20	...	Morvi	5	22	...	1	23	127	23	129	3	7	36	175
21	(b) & (h) to (n).	Rajputana-Malwa	474	4,560	1,030	11,710	323	7,542	1,353	19,252	1,940	18,491	1,927	27,321
22	(a) & (b)	Rohilkund and Kumaon	180	917	26	88	35	251	61	339	1,018	5,448	213	2,001
23	...	South Indian	195	1,207	7	50	26	425	33	475	544	3,520	4,426	31,458
24	...	Southern Mahratta	53	526	1,263	9,897	83	892	1,346	10,789	1,546	13,541	3,178	24,059
25	...	Udaipur-Chitor	2	9	2	15	2	14	4	29	...	3	5	59
		2′ 6″ gauge.												
26	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barsi Light	2	4	...	...	31	134	31	134	...	1	20	66
28	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	...	...	5	14	...	...	5	14	...	...	...	...
30	(h)	Kalka-Simla	1	16	6	131	21	489	27	620	1,567	11,348	198	4,297
31	(c)	Mourbhanj	...	1	...	...	...	...	...	...	...	...	9	22
32	(d)	Parlakimedi Light	...	...	...	1	...	...	...	1	1	2	74	60
33	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Magra Light	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	19	120
37	(j) & (k)	Tiruppattur-Krishnagiri and Morappur-Dharmapuri	...	2	2	4	4	9	6	13	...	2	5	10
		2′ 0″ gauge.												
38	...	Darjeeling-Himalayan	2	42	...	15	16	464	16	479	486	4,983	256	6,840
39	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	56,761	6,91,227	17,614	2,31,714	7,125	1,34,953	24,739	3,66,667	47,582	4,50,375	52,443	6,42,137
		TOTAL 1906	42,404	5,63,477	15,533	2,16,543	10,460	1,73,676	25,993	3,90,219	49,551	4,77,517	45,798	5,69,789
		INCREASE	14,357	1,27,750	2,081	15,171	...	...	...	...	...	...	6,645	72,348
		DECREASE	...	...	...	...	3,335	38,723	1,254	23,552	1,969	27,142	...	...

DIX 17—*continued.*

herefrom during the calendar year 1907.

d is therefore not the same as the total production.]

XVI.				XVII—(*contd. on following page*).																Number.
LIQUORS.				METALS.																
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.								
												Unwrought (dust, slag, pig and old for re-manufacture.)		Wrought.						
														(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,243	26,236	396	3,353	1,492	16,096	74	355	103	1,953	712	4,708	14,644	1,36,486	3,651	56,311	4,383	65,441	1
363	1,896	8,657	63,771	1,320	16,302	703	9,795	383	5,697	331	5,051	932	7,339	30,615	3,32,069	20,528	2,79,696	5,569	74,964	2
...	...	1,688	17,222	1,285	5,552	3,983	33,489	19	65	154	1,168	2,260	4,905	45,553	2,76,538	4,216	17,442	15,369	1,04,560	3
301	2,035	10,898	1,63,811	541	9,583	7,290	84,460	32	636	873	18,112	27,090	1,47,480	69,591	7,95,471	11,712	1,30,457	22,779	3,12,473	4
48	252	17,457	2,00,737	2,497	50,304	1,794	31,839	970	21,278	763	11,749	1,643	21,257	60,636	9,41,123	15,412	2,71,105	11,701	2,43,361	5
5,230	26,539	17,383	1,32,450	300	2,952	1,735	17,197	52	834	315	3,988	1,096	5,277	17,304	1,70,157	7,745	56,847	11,047	1,22,537	6
2,534	11,121	4,722	32,333	199	1,756	262	2,815	529	3,273	101	1,094	184	1,389	4,868	37,753	971	9,840	1,495	22,491	7
863	12,057	14,051	2,46,938	672	6,530	1,543	19,366	191	2,448	607	8,964	3,275	22,519	50,649	7,33,538	4,264	80,228	12,140	2,00,732	8
...	...	6,296	42,237	283	1,227	2,322	14,823	23	108	233	1,058	1,702	5,869	6,788	32,791	2,160	12,075	14,388	76,869	9
...	...	662	4,760	...	1	206	1,747	...	...	5	61	...	...	3,868	24,692	761	9,851	2,136	20,873	10
...	...	300	3,115	206	1,840	1,535	11,863	16	140	326	4,270	334	1,949	7,242	40,042	813	6,177	7,226	48,384	11
...	...	42	600	4	19	38	180	...	...	...	...	...	...	1,624	13,584	110	1,616	952	12,212	12
...	1	220	1,991	148	653	428	1,678	85	473	75	551	57	148	2,141	10,426	712	4,899	1,267	8,083	13
51	542	3,467	42,924	83	707	217	3,044	13	177	105	811	220	1,848	18,648	92,504	2,312	33,118	9,835	88,195	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	251	2,725	...	...	...	...	...	...	...	...	...	...	2,832	25,796	...	...	...	...	16
692	3,884	747	4,456	44	362	151	1,831	2	20	21	321	59	465	2,080	22,514	1,169	11,053	1,755	22,323	7
26	132	74	780	65	316	130	1,353	7	53	66	520	234	819	3,359	17,870	539	3,725	1,113	7,001	17
13	91	2,521	10,239	2	18	32	139	12	123	23	180	4	22	308	2,288	172	1,203	553	2,830	6
...	1	39	183	...	...	40	180	...	...	2	9	...	...	457	1,918	...	...	102	556	18
66	408	3,933	46,220	1,306	27,159	1,655	18,641	341	7,622	808	6,856	1,227	11,569	19,423	1,90,027	4,157	54,202	4,001	49,648	2
...	...	1,231	7,449	62	268	299	2,068	2	18	39	267	175	637	...	...	1,094	5,769	2,503	11,944	19
549	1,728	5,519	36,706	1,090	8,412	879	9,027	43	292	70	707	2,114	10,577	10,369	86,571	3,124	22,868	5,780	47,581	20
7,339	38,033	12,061	75,638	113	1,308	795	7,661	69	924	344	3,645	492	3,914	10,930	88,678	2,987	41,899	4,665	48,545	21
...	...	5	62	10	57	2	15	3	20	6	34	13	73	195	1,188	4	21	100	602	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
7	26	27	93	2	6	107	392	...	...	67	214	3	11	1,583	4,437	517	2,025	233	723	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	2	5	...	...	2	4	1	4	3	9	90	245	1	1	89	243	26
26	619	1,789	16,264	6	67	21	406	2	49	7	146	22	243	890	12,892	175	3,672	99	1,989	8
...	...	9	23	2	7	12	41	...	...	...	...	12	38	110	272	3	8	73	184	1
...	...	75	62	...	...	7	8	...	...	...	...	17	14	76	62	7	8	24	21	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	7	1	3	3	6	30
...	...	19	120	...	...	...	...	...	...	...	...	16	96	...	...	...	...	...	...	31
53	135	58	147	1	2	4	13	1	9	1	2	3	3	124	235	2	5	54	123	6
...	...	742	11,723	...	...	47	1,096	...	...	4	79	50	763	451	9,741	103	2,186	231	4,753	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
161	99,508	118,186	11,92,020	10,629	1,38,796	27,727	2,91,483	2,871	44,623	5,450	71,814	43,949	2,53,941	387,483	41,01,905	89,422	11,18,100	141,645	16,00,252	
967	1,11,991	115,216	11,59,247	12,630	1,63,734	31,641	3,35,747	3,050	44,206	6,120	79,999	87,779	3,35,931	438,426				45,65,918	167,175	21,47,806
...	...	2,970	32,723	...	...	...	...	...	417	...	...	...	...	38,479	...	...	6,54,087	...	...	
706	12,383	...	...	2,601	24,938	3,914	44,284	179	...	670	8,185	43,830	81,990	...	...	...	...	25,530	5,47,556	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Numbers.		Railway system, *vide* Appendix 38.	XVII—*concluded.*						XVIII.					
			Metals—*concluded.*						Mineral substances.					
			(6) Metallic ores.		(7) Others.		Total.		(1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*),(*b*), (*e*)&(*f*).	Bengal-Nagpur	525,529	10,13,467	2,394	33,005	553,378	13,31,175	39,630	71,889	39,187	1,63,359	507	2,886
2	(*a*), (*c*) to (*g*) & (*o*) &(*p*)	Bombay, Baroda and Central India.	44,336	1,71,310	12,603	76,887	117,320	9,79,110	73,971	1,55,897	12,431	29,870	2,497	2,023
3	...	Eastern Bengal State	...	...	12,690	43,360	85,529	4,87,079	22,704	18,370	18,862	36,461	...	...
4	...	East Indian	25,073	28,744	6,587	1,18,130	171,568	16,45,545	241,679	6,00,399	117,254	6,56,363	2,101	41,307
5	...	Great Indian Peninsula ...	324,390	24,08,441	2,881	59,457	422,587	40,59,914	124,446	4,11,472	37,127	87,464	9	156
6	(*a*) to(*d*)	Madras	8	31	2,511	21,850	42,113	4,01,670	103,277	2,06,956	19,218	37,316	1,522	1,174
7	(*a*)&(*b*)	Nizam's Guaranteed State ...	...	5	362	4,529	8,961	84,948	24,638	66,124	516	2,933	7	81
8	(*a*)to(*g*) & (*i*)to(*k*)	North Western State	6,661	54,904	3,014	61,367	88,016	11,90,596	252,318	4,00,334	66,932	2,07,647	251	1,563
9	...	Oudh and Rohilkhand State ...	...	...	762	4,021	28,646	1,48,841	52,335	75,224	28,203	80,455	20,313	13,779
		3′ 3¾″ gauge.												
10	...	Assam-Bengal	...	...	1,350	13,494	8,326	70,719	25,003	53,301	1,839	5,723	...	...
11	...	Bengal and North-Western ...	514	3,204	2,485	20,415	20,697	1,38,284	20,417	38,112	10,907	35,821	80	276
12	...	Bengal Dooars	...	...	669	8,904	3,397	30,515	17	389	553	2,323	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	7	29	246	1,376	5,164	28,505	111,144	1,01,836	1,834	4,387	112	202
14	...	Burma	69	155	386	3,490	31,888	2,24,049	86,438	1,20,129	18,372	89,364	784	5,424
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	1,102	8,771	3,934	34,567	1,308	972	1,899	4,861	5	50
17	(*e*)	Hyderabad-Godavari Valley ...	...	...	207	2,714	5,488	61,603	1,776	7,938	...	...	...	...
17	...	Jodhpur-Bikaner	2	26	526	4,333	6,041	36,016	16,930	40,053	16,732	22,341	15	123
6	(*e*) & (*f*)	Madras	...	...	332	2,518	1,438	9,326	554	3,788	564	1,164	...	...
18	...	Morvi	...	...	8	37	609	2,700	14,852	10,928	974	626	...	...
2	(*b*) & (*k*) to (*n*)	Rajputana-Malwa	35,370	47,021	2,811	42,649	71,099	4,55,391	73,669	2,03,091	16,558	29,671	391	1,031
19	(*a*) & (*b*)	Rohilkund and Kumaon ...	4	19	267	1,360	4,445	22,350	4,518	7,972	1,610	2,380	1	2
20	...	South Indian	174	1,536	1,143	8,291	24,786	1,95,892	228,614	2,63,101	6,107	28,180	7,111	6,961
21	...	Southern Maratta	101,206	5,71,798	967	10,036	122,603	7,78,208	40,093	91,332	14,765	12,412	11	69
22	...	Udaipur-Chitor	...	...	27	162	360	2,192	630	2,405	10	44	...	...
		2′ 6″ gauge.												
23	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	...	...	35	170	2,547	7,983	512	1,726	64	37	...	...
25	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	...	...	43	118	231	629	6	3	18	45	...	...
8	(*k*)	Kalka-Simla	...	...	9	189	1,231	19,643	562	3,603	830	9,801	120	1,878
1	(*c*)	Mourbhanj	...	...	4	13	216	563	217	211	18	51	...	...
1	(*d*)	Parlakimedi Light	...	...	35	39	166	152	15	11	12	12	...	...
19	(*e*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light ...	...	...	13	23	22	39	...	...	13	26	24,960	10,742
31	...	Tezpore-Balipara Light ...	...	...	...	...	16	96	...	...	75	207	...	...
6	(*g*) & (*h*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri.	...	...	11	30	201	421	370	198	2	2	...	...
		2′ 0″ gauge.												
33	...	Darjeeling-Himalayan	25	480	112	2,396	1,023	21,493	354	816	788	7,346	...	...
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907 ...	1,063,268	43,01,169	56,602	554,154	1,829,046	1,24,76,217	1,562,902	28,98,580	434,274	15,05,772	60,767	89,72
		TOTAL 1906 ...	...	...	923,691	39,75,530	1,670,512	1,16,48,873	...	...	1,898,531	41,81,884	...	...
		INCREASE ...	...	...	196,179	8,79,793	158,534	8,27,244	...	...	159,412	3,12,190	...	...
		DECREASE ...	...	...	...	...	...	...	...	...	...	...	...	...

X 17—*continued.*

e earnings therefrom during the calendar year 1907.

is therefore not the same as the total production.]

Total.		XIX. Oils.												Number.
		(1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rapeli		(5) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
79,324	2,35,164	33,605	3,45,161	2,326	18,756	1,109	8,863	1,798	12,988	2,091	17,168	40,929	4,02,936	1
88,869	1,87,790	22,066	2,26,402	2,096	20,585	846	10,697	370	2,254	4,882	46,743	30,260	3,06,681	2
41,566	54,831	162,657	4,13,216	217	1,869	1,723	17,255	9,084	55,235	1,431	6,848	1,75,112	4,94,423	3
3,61,034	12,98,069	90,657	8,43,561	1,886	18,387	2,417	22,706	5,760	50,408	4,183	55,782	1,04,903	9,90,844	4
161,882	4,99,092	67,045	9,54,553	1,352	17,751	2,347	50,676	57	840	12,339	1,42,139	83,640	11,65,959	5
124,017	2,45,446	45,241	3,35,696	3,097	12,796	5,035	47,337	421	3,726	14,928	93,734	68,722	4,03,289	6
25,161	69,188	7,149	53,795	417	2,976	166	2,405	3	62	660	7,369	8,395	66,607	7
319,401	6,09,544	34,574	6,71,422	799	10,790	1,480	18,172	1,270	10,024	6,072	82,366	44,195	7,92,774	8
100,851	1,19,458	19,619	95,402	370	2,489	76	374	506	2,223	725	5,672	21,296	1,06,160	9
26,842	59,024	15,613	48,462	53	493	109	1,158	1,165	10,142	165	1,740	17,105	61,995	10
31,404	74,209	26,226	1,11,171	718	4,993	98	778	1,261	12,667	544	4,484	28,847	1,34,093	11
570	2,692	2,291	9,123	5	13	27	154	284	1,671	63	552	2,670	11,513	12
113,090	1,06,445	4,714	18,862	252	1,160	135	678	164	354	629	3,193	5,894	24,247	13
105,594	2,14,917	12,008	1,03,627	259	3,006	790	9,014	54	703	9,112	77,340	22,223	1,93,690	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
3,212	5,883	9,134	27,299	...	...	...	...	...	...	...	...	9,134	27,299	16
1,776	7,938	3,308	31,963	131	1,108	162	1,842	...	...	1,072	9,533	4,673	44,446	7
33,677	62,517	4,269	31,130	200	1,513	65	244	8	59	1,154	8,000	5,696	40,946	17
1,118	4,952	2,203	9,090	24	81	1,581	4,044	...	...	1,382	3,685	5,190	16,900	6
15,826	11,554	179	455	19	71	8	31	1	4	68	286	275	847	18
90,618	2,33,793	12,987	1,01,679	941	8,469	262	3,343	549	3,611	3,661	32,715	18,300	1,49,817	2
6,129	10,354	2,488	8,234	49	168	22	164	91	598	95	923	2,745	10,087	19
241,832	2,38,242	35,204	2,11,922	2,778	16,590	1,141	5,360	71	419	16,193	61,210	55,387	2,95,501	20
54,874	1,03,803	30,249	1,92,958	680	7,886	2,376	17,508	1	3	4,457	30,943	37,963	2,49,298	21
640	2,449	272	1,367	8	45	3	11	3	9	11	79	297	1,511	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
576	1,763	1,001	2,467	17	56	174	536	...	...	606	1,586	1,798	4,645	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
24	48	98	319	2	1	1	2	...	...	3	9	104	331	26
1,512	15,282	805	9,266	4	103	...	7	9	119	60	1,017	878	10,512	8
235	262	57	188	2	3	2	4	4	14	6	14	71	223	1
27	23	264	156	3	5	4	3	1	1	3	6	275	171	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
24,973	10,773	4	9	...	...	...	...	183	254	...	...	187	263	30
75	207	...	...	...	...	50	342	...	...	...	...	50	342	31
372	200	453	854	9	17	4	8	...	...	598	1,060	1,064	1,939	6
1,142	8,162	858	11,253	2	44	5	114	336	4,766	30	577	1,231	16,754	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
2,057,943	44,94,074	647,198	48,71,052	18,916	1,52,224	22,718	2,23,830	23,454	1,73,154	87,223	6,96,773	7,99,509	61,17,043	
1,898,531	41,81,884	586,217	42,70,819	20,064	1,49,554	19,708	1,91,731	26,673	2,43,872	83,865	6,29,702	7,36,627	54,84,678	
159,412	3,13,190	60,981	6,00,243	...	3,670	3,010	32,099	...	...	3,358	67,071	62,982	6,32,335	
...	...	...	...	1,148	...	...	...	3,219	70,718	...	...	...	...	

APPE

Principal commodities carried by railways a

[The total quantity of each commodity represents the total weight conveyed over all railways in

XX (*conti*

Number.		Railway system, *vide* Appendix 38.	Oil-seeds.			
			(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5′ 6″ gauge.	Tons.	Rs.	Tons	Rs
1	(*a*), (*b*), (*e*) & (*f*).	Bengal-Nagpur	1,998	6,891	1,031	8,20
2	(*a*), (*c*) to (*g*) & (*o*) and (*p*).	Bombay, Baroda and Central India	23,795	1,87,006	1,668	15,17
3	...	Eastern Bengal State	1,388	2,668	...	...
4	...	East Indian...	39,583	2,36,151	522	3,86
5	...	Great Indian Peninsula	55,128	3,44,451	13,463	1,46,46
6	(*a*) to (*d*)	Madras	61,252	1,93,702	9,138	37,14
7	(*a*) & (*b*)	Nizam's Guaranteed State	90,822	5,03,309	90	68
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	636	4,566	216	2,62
9	...	Oudh and Rohilkhand State	5,555	21,554	32	25
		3′ 3½″ gauge.				
10	...	Assam-Bengal	44	194	...	...
11	...	Bengal and North-Western	12,167	28,327	...	...
12	...	Bengal-Dooars	3	63	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar	3,767	15,247	282	1,44
14	...	Burma	11	98	2,752	24,06
15	...	Deoghur	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...
7	(*c*)	Hyderabad-Godavari Valley	130	845	87	44
17	...	Jodhpur-Bikaner	16	35	13	8
6	(*e*) & (*f*)	Madras	165	680	43	17
18	...	Morvi	60	125	9	3
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	24,962	58,852	1,173	11,60
19	(*a*) & (*b*)	Rohilkund and Kumaon	3,562	9,783	41	27
20	...	South Indian	6,934	35,326	1,23,201	2,72,75
21	...	Southern Mahratta	10,681	54,235	5,509	31,54
22	...	Udaipur-Chitor	...	...	8	5
		2′ 6″ gauge.				
23	...	Baraset-Basirhat Light	...	...	...	...
24	...	Barsi Light	155	333	4,070	9,31
25	...	Bukhtiarpore-Behar Light	...	...	...	...
26	...	Cutch	148	25	53	16
8	(*k*)	Kalka-Simla	...	2	...	...
1	(*c*)	Mourbhanj	...	2	...	...
1	(*d*)	Parlakimedi Light	1	1	...	...
19	(*c*)	Powayan Light	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...
30	...	Tarakeswar-Magra Light	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...
6	(*g*) and (*k*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri ...	507	857	28	5
		2′ 0″ gauge.				
33	...	Darjeeling-Himalayan	...	...	...	...
34	...	Howrah-Amta Light	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...
6	...	Jorhat	...	...	...	...
		TOTAL 1907 ...	343,470	17,05,328	163,429	5,66,46
		TOTAL 1906 ...	227,503	11,68,871	130,805	4,09,50
		INCREASE ...	115,967	5,36,457	32,624	1,56,95
		DECREASE ...	...	...	...	...

[X 17—*continued.*

e earnings therefrom during the calendar year 1907.

is therefore not the same as the total production.]

following page).

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		Numbers.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,342	1,74,336	474	2,353	13,182	1,07,515	35,978	2,87,381	1
8,144	60,052	24,793	1,68,288	37,975	2,75,060	31,558	2,36,813	
14,086	42,293	.....	.....	31,567	1,12,372	1,499	6,177	3
196,067	12,86,891	26,031	1,63,259	168,108	12,42,810	21,107	1,16,496	4
108,868	12,50,732	21,945	2,77,574	69,821	8,13,760	100,388	10,83,371	5
192	1,269	130	833	1,808	12,081	36,459	1,46,787	6
7,039	16,290	131	687	145	867	21,079	1,47,644	7
1,112	8,589	906	6,391	76,038	7,15,100	12,550	78,122	8
17,093	63,580	18,940	75,419	39,508	1,50,131	6,938	33,684	9
93	159	1	13	1,717	7,260	1,543	4,566	10
105,604	4,34,768	5,069	25,543	77,829	3,62,371	1,716	8,604	11
1	14	.....	.....	1,641	7,468	1	1	13
1	2	9	33	105	338	5,408	19,184	13
1	11	1	27	8	50	6,125	36,035	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
21,749	1,49,410	51	411	8	74	2,961	21,236	7
3	10	7	23	19,775	63,898	5,452	19,771	17
.....	1	.....	1	31	113	260	437	6
.....	.....	.....	1	.....	.....	726	1,971	18
8,739	44,182	26,474	1,57,406	58,438	2,90,728	27,421	1,54,979	2
2,709	6,703	4,793	7,301	9,051	29,674	2,584	6,763	19
7	54	49	233	1,559	9,480	30,062	1,58,219	20
8,018	85,279	535	4,867	1,161	7,865	20,449	1,62,367	21
87	250	1,120	2,474	24	70	1,387	4,481	22
.....	.....	.....	.....	.....	.....	.....	.....	23
9,415	22,515	18	40	21	50	305	773	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	26
1	11	4	41	.....	.....	10	266	8
7	14	.....	.....	50	125	89	195	1
.....	.....	.....	.....	25	10	312	198	1
.....	.....	.....	.....	555	925	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	154	187	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	1	4	11	341	920	6
.....	.....	.....	.....	.....	.....	.....	3	33
.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	36
526,383	36,47,415	131,486	8,93,313	610,398	42,10,930	374,918	27,37,443	
390,070	27,61,866	116,384	8,08,480	368,512	27,53,732	356,507	27,35,592	
136,313	8,85,549	15,102	84,833	241,886	14,52,198	18,411	1,851	

APPEN

Principal commodities carried by railways an

[The total quantity of each commodity represents the total weight conveyed over all railw

Number.		Railway system, *vide* Appendix 38.	XX. Oil-seeds—*concld.* (7) Others.		Total.		XXI. Opium.		XXII. Paper and pasteboard.		XXIII Pro (1) Dried fruits and nuts.		(2) Ghee.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*), (*e*) & (*f*).	Bengal-Nagpur	14,492	79,721	84,497	6,66,403	54	1,498	1,147	20,724	10,701	88,950	4,898	64,7
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	16,204	88,182	144,142	10,30,579	1,313	45,381	2,925	39,723	21,530	2,04,063	5,571	58,4
3	...	Eastern Bengal State . .	2,006	8,327	50,546	1,72,337	16	196	9,524	15,444	773	4,931	974	7,9
4	...	East Indian	63,416	3,51,661	514,834	34,01,136	7,033	1,79,685	10,611	1,81,905	7,315	95,877	15,385	3,39,6
5	...	Great Indian Peninsula . .	249,163	25,08,315	618,776	64,24,670	534	24,426	3,834	64,053	39,029	5,78,891	10,610	1,37,4
6	(*a*) to (*d*)	Madras	48,357	2,43,472	157,426	6,35,292	74	2,327	1,241	17,820	11,342	55,734	6,141	53,5
7	(*d*) & (*b*)	Nizam's Guaranteed State .	9,020	36,657	128,326	7,06,138	45	1,797	709	7,924	11,911	89,259	745	8,9
8	(*a*) to (*g*) & (*i*) to (*k*).	North Western State . .	112,730	12,55,188	204,188	20,70,582	58	969	4,511	89,790	28,046	5,02,549	9,920	96,8
9	...	Oudh and Rohilkhand State .	36,057	1,45,368	124,128	4,89,995	1,685	40,854	2,940	20,794	2,221	17,328	2,437	16,3
		3′ 3½″ gauge.												
10	...	Assam-Bengal	168	777	3,566	12,969	5	90	169	1,139	601	5,061	229	2,1
11	...	Bengal and North-Western .	8,589	38,852	210,974	8,98,470	7,679	1,15,388	3,652	9,827	1,439	17,145	3,934	37,9
12	...	Bengal Dooars	8	88	1,654	7,634	...	...	49	337	51	148	8	
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	18,197	55,068	27,769	91,315	16	293	188	1,153	3,119	14,379	1,736	11,7
14	...	Burma	471	3,432	9,369	63,759	31	599	810	11,441	1,007	9,267	800	12,1
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	1,257	8,188	...	...
7	(*c*)	Hyderabad-Godavari Valley .	45,960	3,01,375	70,946	4,73,797	3	217	249	3,049	2,335	26,328	494	5,9
17	...	Jodhpur-Bikaner . . .	16,163	40,983	41,439	1,24,790	18	271	127	886	2,650	12,129	3,803	29,9
6	(*e*) & (*f*)	Madras	1,066	3,023	1,565	4,424	9	112	12	74	428	1,667	216	8
18	...	Morvi	2,563	4,465	3,358	6,600	8	46	66	417	120	377	73	2
2	(*i*) & (*h*) to (*n*).	Rajputana-Malwa . .	22,622	1,42,158	169,829	8,59,913	2,356	37,684	2,602	43,280	14,210	1,59,190	8,115	89,6
19	(*a*) & (*b*)	Rohilkund and Kumaon . .	740	1,501	23,430	62,092	387	7,529	107	601	438	3,157	378	1,0
20	...	South Indian	1,775	9,625	163,587	4,85,687	...	...	2,527	44,450	548	3,814	1,460	11,3
21	...	Southern Mahratta . . .	73,174	4,56,570	119,527	8,02,727	5	51	642	9,012	26,666	1,82,163	5,821	39,0
22	...	Udaipur-Chitor . . .	234	837	2,860	8,168	19	123	47	274	822	2,721	119	7
		2′ 6″ gauge.												
23	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light.	15,355	36,094	39,339	69,119	...	...	51	217	1,051	3,015	95	3
25	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	146	433	347	623	...	...	19	58	882	2,970	2	
8	(*h*)	Kalka-Simla	36	450	51	770	4	115	208	5,144	105	1,713	21	2
1	(*e*)	Mourbhanj	147	311	293	647	...	...	13	24	6	17	22	
1	(*d*)	Parlakimedi Light . . .	543	438	881	656	...	...	2	2	7	9	...	...
19	(*e*)	Powayan Light	...	...	555	925	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light .	...	...	154	187	...	...	3	18	...	...	35	
31	...	Tezpore-Balipara Light . .	28	233	28	233	...	...	...	...	...	...	...	...
6	(*g*) & (*h*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri.	534	902	1,664	2,747	...	...	4	11	7	15	15	
		2′ 0″ gauge.												
33	...	Darjeeling-Himalayan . .	...	...	...	3	...	5	92	2,529	14	326	54	9
34	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light . .	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907 .	759,964	58,14,506	2,910,048	1,95,75,387	21,352	4,59,656	49,101	5,97,120	190,191	20,91,381	84,611	10,29,5
		TOTAL 1906 .	700,533	54,70,946	2,290,314	1,61,13,978	23,381	5,03,536	49,554	6,00,500	178,083	20,24,039	92,109	11,78,0
		INCREASE .	59,431	3,43,560	619,734	34,61,409	...	...	...	...	12,108	67,342	...	...
		DECREASE .	...	...	...	...	2,029	43,880	453	3,380	...	...	7,498	1,49,0

DIX 17—*continued.*

he earnings therefrom during the calendar year 1907.

n India and is therefore not the same as the total production.]

IONS.				XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.												XXV.		NUMBER.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
6,340	76,834	21,939	2,30,576	192	1,486	1,798	2,893	1,590	16,080	2,508	22,061	53,865	3,46,636	59,953	3,89,156	116,222	7,33,416	1
31,061	2,01,530	58,162	4,64,053	372	3,245	801	8,210	6,536	29,792	494	2,218	30,536	1,50,657	38,739	1,94,122	189,173	5,49,670	2
12,487	71,901	14,234	84,785	14	39	...	...	1,211	4,449	88	21	293	1,347	1,606	5,856	90,751	4,43,305	3
88,834	9,83,995	112,034	14,19,523	2,659	24,158	53	907	2,098	10,134	14	287	105,327	4,61,914	110,151	4,97,400	259,341	11,92,721	4
53,279	5,17,667	102,918	12,34,057	425	3,630	719	8,088	1,346	14,745	18,474	1,06,488	6,720	52,541	27,684	1,85,492	230,126	31,94,343	5
138,183	9,82,186	155,566	10,91,461	34	215	3	54	536	3,044	87	607	1,514	8,600	2,174	12,520	103,522	4,95,369	6
7,624	39,087	20,280	1,37,319	...	...	...	...	32	193	...	1	...	...	32	194	35,912	1,82,181	7
13,347	2,23,987	51,313	8,23,361	213	1,675	1,097	14,753	5,653	50,747	21,482	2,00,011	81,697	3,35,526	110,142	6,02,712	127,458	7,90,166	8
2,456	14,450	7,114	48,153	...	...	...	...	...	...	...	...	16	35	16	35	60,237	2,78,519	9
4,193	35,669	4,923	42,842	...	...	...	...	534	5,513	...	...	461	736	995	6,249	23,033	91,230	10
24,018	85,859	29,391	1,40,997	...	...	...	...	...	...	...	...	...	...	...	...	118,852	5,11,066	11
1,413	8,149	1,473	8,334	...	...	...	...	50	767	54	159	...	...	104	926	4,458	12,861	12
4,697	21,271	9,552	47,388	291	1,005	5	44	26	35	1	3	1,118	1,635	1,351	2,722	6,304	10,322	13
36,266	3,97,681	38,073	4,19,116	34	57	...	...	4,969	38,950	10	12	106	100	5,119	39,119	20,754	2,10,130	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	1,257	8,188	...	...	...	...	...	...	...	...	...	...	...	...	1,239	6,196	16
3,750	17,961	6,639	50,191	...	...	...	...	...	...	...	...	...	2	...	2	12,062	1,08,600	7
2,169	10,847	8,622	52,907	...	...	5	7	258	973	1	2	4,560	12,023	4,824	13,005	25,350	1,18,011	17
6,445	23,334	7,089	25,870	...	...	1	12	105	818	10	53	7	57	123	940	2,571	5,217	6
314	1,117	507	1,778	...	...	...	...	61	87	...	...	...	...	61	87	909	1,363	18
14,509	97,304	36,834	3,46,143	202	1,040	441	2,217	4,942	35,192	78	268	259,861	2,01,342	265,524	2,40,059	286,461	25,55,671	2
919	4,934	1,735	10,042	...	...	...	...	69	492	4,754	13,095	877	3,350	5,700	16,937	25,314	1,00,566	19
37,378	2,11,857	39,386	2,27,019	52	150	2	9	55	132	47	254	66	194	222	739	88,832	3,18,980	20
16,594	1,01,145	49,081	3,22,365	...	...	51	1,049	2,210	10,088	833	4,707	2,121	19,206	5,315	35,050	58,500	4,69,022	21
115	454	756	3,937	...	...	...	...	...	...	...	...	9	50	9	50	1,430	5,466	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
116	434	1,262	3,763	...	...	...	...	...	...	...	...	...	...	...	...	5,520	15,073	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
4	9	888	2,983	...	...	1	3	...	...	...	...	...	...	1	3	...	...	26
307	5,902	433	7,870	...	...	...	...	...	...	...	...	...	...	...	...	1,253	9,967	8
37	97	65	179	...	...	...	...	...	...	...	...	521	489	521	489	1,145	2,214	1
54	54	61	63	...	...	...	...	...	...	...	...	9	8	9	8	678	295	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,002	822	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
1,571	1,649	1,606	1,706	...	...	...	...	...	...	...	...	...	...	...	...	141	205	30
25	137	25	137	...	...	...	...	...	...	75	436	...	...	75	436	12	94	31
2,741	4,885	2,763	4,942	...	...	...	...	...	1	...	...	...	...	...	1	2,422	3,819	6
2,418	35,777	2,486	37,036	...	...	...	...	...	...	...	...	...	...	...	...	1,308	20,410	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
513,664	41,78,113	788,466	72,99,084	4,393	36,700	4,977	38,246	32,281	2,22,232	49,010	3,50,683	549,681	15,96,448	640,350	22,44,309	1,902,792	1,14,37,290	
437,341	35,79,809	707,533	67,82,529	4,143	31,476	4,427	28,581	111,215	6,50,776	29,646	1,66,594	529,868	19,44,495	679,299	27,21,922	1,843,138	1,13,78,754	
76,323	5,98,304	80,933	5,16,555	255	5,224	550	9,665	...	...	19,364	1,84,089	19,816	...	...	...	59,654	58,536	
...	...	...	...	...	...	...	...	78,934	4,28,541	...	...	...	2,48,047	38,949	4,77,613	...	...	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece goods.				Total.	
									(*a*) Foreign.		(*b*) Indian.		(*a*) Foreign.		(*b*) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) (*e*) & (*f*)	Bengal-Nagpur	192	1,740	861	5,740	1,053	7,480	...	...	550	8,862	...	...	...	...	550	8,862
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	1,624	11,394	1,559	18,513	3,183	29,907	248	5,452	46	1,041	14	420	90	2,311	398	9,224
3	...	Eastern Bengal State	100	598	3,474	11,525	3,574	12,123	...	...	512	4,573	...	...	...	...	512	4,573
4	...	East Indian	22,442	2,51,883	20,424	1,34,748	42,866	3,86,631	...	...	512	5,852	...	...	125	4,342	637	10,194
5	...	Great Indian Peninsula	677	8,693	3,937	44,407	4,614	53,100	117	1,694	187	10,931	64	5,361	6	318	374	18,304
6	(*a*)to(*d*)	Madras	1,282	27,256	...	...	1,282	27,256	...	8	291	6,126	5	26	5	191	301	6,351
7	(*a*) & (*b*	Nizam's Guaranteed State.	188	1,338	806	5,342	994	6,680	...	...	...	5	...	...	...	...	...	5
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	6,563	35,419	5,818	58,536	12,381	93,955	241	4,328	207	5,530	27	585	26	930	501	11,423
9	...	Oudh and Rohilkhand State.	1,241	4,953	367	1,689	1,608	6,642	...	...	...	...	...	...	...	...	...	...
		3′ 3¾″ gauge.																
10	...	Assam-Bengal	...	...	1	2	1	2	...	...	33	335	...	...	...	4	33	339
11	...	Bengal and North-Western.	11,899	45,007	7,099	29,931	18,998	74,938	...	...	4	43	...	...	11	126	15	169
12	...	Bengal-Dooars	...	...	65	257	65	257	...	...	...	...	...	...	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	44	240	37	173	81	413	8	33	1	7	...	1	...	1	9	42
14	...	Burma	1	18	39	597	40	615	45	1,233	14	278	2	38	1	17	62	1,566
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	(*c*)	Hyderabad-Godavari Valley.	76	650	121	1,033	197	1,683	3	60	2	30	...	1	5	135	10	226
17	...	Jodhpur-Bikaner	530	2,032	1,920	9,750	2,450	11,782	14	63	...	2	2	29	1	6	17	100
6	(*e*) & (*f*)	Madras	1,046	10,234	...	...	1,046	10,234	...	...	...	...	...	...	1	7	1	7
18	...	Morvi	5	14	...	...	5	14	...	...	...	...	...	...	...	...	...	...
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa	6,421	41,775	2,513	22,350	8,934	64,125	156	7,536	10	329	10	723	57	2,470	233	11,058
19	(*a*) & (*b*)	Rohilkund and Kumaon	172	406	2,110	4,205	2,282	4,611	...	...	...	...	...	...	...	...	...	...
20	...	South Indian	414	2,280	10	98	424	2,378	8	161	8	110	...	1	7	63	23	335
21	...	Southern Mahratta	251	2,151	228	1,620	479	3,771	125	2,282	268	2,015	...	...	...	...	393	4,297
22	...	Udaipur-Chitor	35	216	55	280	90	496	1	7	...	...	...	...	...	...	1	7
		2′ 6″ gauge.																
23	...	Barsaet-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	7	17	60	190	67	207	...	...	2	9	...	...	...	3	2	12
25	..	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	10	26	4	11	14	37	3	8	...	...	...	...	...	...	3	8
8	(*h*)	Kalka-Simla	7	113	34	482	41	595	...	4	...	...	...	1	...	...	...	5
1	(*c*)	Mourbhanj	...	...	...	2	...	2	...	...	...	1	...	...	...	...	...	1
1	(*d*)	Parlakimedi Light	4	5	...	...	4	5	...	...	...	...	...	...	...	...	...	...
19	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light.	...	...	6	10	6	10	...	...	2	6	...	...	...	...	2	6
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	(*g*) & (*h*)	Tirupattur-Krishnagiri & Morappur-Dharmapuri.	2	7	...	...	2	7	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
33	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Ligh.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1907	55,233	4,48,465	51,548	3,51,491	106,781	7,99,956	969	22,869	2,649	46,135	124	7,186	335	10,924	4,077	87,114
		Total 1906	55,588	4,37,226	53,134	3,79,147	108,722	8,16,373	1,033	24,656	2,369	41,727	489	8,264	412	10,116	4,303	84,763
		Increase	...	11,239	...	...	...	...	...	...	280	4,408	...	...	...	808	...	2,351
		Decrease	355	...	1,586	27,656	1,941	16,417	64	1,787	...	...	365	1,078	77	...	226	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XXVIII.														
Spices.														Number.
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
10,410	1,34,024	16	351	8,019	69,215	245	3,654	681	6,567	4,804	32,338	24,174	2,46,149	1
1,592	27,266	91	2,138	3,129	27,069	958	8,958	925	18,759	10,459	1,02,779	17,154	1,86,969	2
22,250	1,66,805	383	8,196	4,699	30,042	1,210	20,437	481	9,159	3,987	23,150	33,010	2,57,789	3
12,500	2,70,183	454	14,125	7,800	85,674	1,022	11,674	1,711	50,962	12,747	2,10,832	36,234	6,43,450	4
11,676	2,29,257	73	2,839	12,439	1,21,164	389	9,578	537	18,855	11,179	1,71,043	36,293	5,52,736	5
13,467	1,49,233	24	219	26,033	1,59,595	747	5,513	4,950	39,220	3,079	17,008	48,300	3,70,788	6
1,314	16,636	6	114	3,279	29,029	66	563	68	807	1,675	13,152	6,408	60,301	7
846	9,014	210	3,348	5,262	49,063	1,339	13,727	1,331	29,229	5,064	43,994	14,052	1,48,375	8
2,064	25,202	38	391	1,334	11,723	379	3,186	97	955	2,184	13,208	6,096	54,665	9
1,510	15,365	...	...	889	7,678	1	10	4	30	251	2,278	2,655	25,361	10
2,975	25,366	170	1,833	6,163	29,165	1,287	12,053	548	6,018	2,458	22,447	13,601	96,882	11
268	1,254	25	333	8	43	152	329	47	274	63	441	563	2,674	12
670	3,229	3	32	684	4,571	18	119	13	94	1,085	4,015	2,473	12,060	13
6,035	68,924	2	29	7,600	1,41,765	1,070	11,309	44	1,021	243	2,671	15,044	2,25,809	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
605	7,078	1	14	687	7,592	27	286	23	278	419	4,248	1,762	19,496	7
142	977	9	60	725	5,753	33	290	45	411	713	3,374	1,667	10,865	17
1,991	4,356	1	3	3,056	10,883	43	161	197	493	11	48	5,299	15,944	6
13	41	...	...	72	286	...	1	...	2	122	580	207	910	18
1,077	14,683	67	2,839	3,002	24,571	479	9,818	766	23,066	13,229	1,36,350	18,620	2,11,327	2
320	2,407	26	156	587	3,302	116	535	39	280	752	3,014	1,840	9,694	19
14,874	68,942	368	3,596	12,314	1,23,706	587	2,868	893	6,704	177	1,190	29,213	2,07,006	20
12,173	98,746	140	2,318	21,340	1,59,433	261	2,633	527	4,834	6,988	48,988	41,429	3,16,952	21
10	64	...	4	64	349	16	140	3	24	154	554	247	1,135	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
730	2,058	...	...	121	354	6	25	9	40	135	420	1,001	2,897	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
61	185	...	...	58	158	2	6	4	12	13	37	138	398	26
14	241	2	39	10	159	306	1,729	1	28	7	182	340	2,377	8
15	43	...	...	1	3	...	...	...	1	9	23	25	70	1
7	9	...	...	31	26	1	1	...	...	43	37	82	73	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
2	6	...	...	...	...	...	...	...	...	...	...	2	6	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
149	349	...	...	30	79	1	5	4	14	3	8	187	455	9
60	1,414	207	3,341	5	133	...	...	18	469	35	820	325	6,183	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
119,870	13,43,357	2,316	43,318	129,440	11,02,588	10,761	1,19,698	13,966	2,18,606	82,038	8,59,229	359,441	36,89,796	
99,803	10,99,899	2,685	45,294	123,194	10,98,883	11,575	1,14,625	13,652	1,89,703	80,045	7,76,992	329,954	33,22,401	
20,067	2,43,458	...	1,024	7,246	3,700	...	5,073	314	28,903	2,043	82,237	28,487	3,67,395	
...	...	369	...	...	...	814	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.			XXIX. Sugar.								XXX. Tea.					
			(1) Refined or crystallized including sugarcandy.		(2) Unrefined. (a) Sugar.		(2) Unrefined. (b) Gur, rab, Jaggery, molasses and other Saccharine produce.		Total.		(1) Foreign.		(2) Indian.		Total.	
Main head.	Sub-head.	Railway system, *vide* Appendix 38.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		5′6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*), (*e*) & (*f*)	Bengal-Nagpur	19,898	1,44,725	...	...	13,881	1,12,034	33,779	2,56,759	...	...	784	15,027	784	15,027
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India.	44,996	5,23,601	877	8,842	34,216	2,94,387	80,089	8,26,830	490	6,832	322	5,054	812	11,886
3	...	Eastern Bengal State	20,716	1,59,463	23,283	1,27,180	35,767	1,67,138	80,466	4,53,781	...	...	27,087	5,57,682	27,087	5,57,682
4	...	East Indian	46,174	4,09,124	96,560	7,70,590	123,474	5,67,980	266,208	17,47,694	...	...	1,854	35,076	1,854	35,076
5	...	Great Indian Peninsula	83,169	11,69,342	6,990	45,523	101,179	8,89,778	191,338	21,04,643	109	1,682	1,830	40,714	1,939	42,396
6	(*a*)to (*d*)	Madras	10,111	60,387	6,809	31,863	52,861	2,25,306	67,781	3,17,556	1	2	724	15,579	725	15,581
7	(*a*) & (*b*)	Nizam's Guaranteed State	3,927	30,937	397	3,080	5,021	32,991	9,345	67,058	17	219	66	1,288	83	1,507
8	(*a*) to (*g*) & (*i*)to (*k*)	North Western State	108,174	20,24,768	29,311	2,49,995	133,166	8,90,766	270,651	31,65,529	1,032	23,602	2,643	36,879	3,675	60,481
9	...	Oudh and Rohilkhand State	19,075	1,09,677	70,292	3,09,481	85,558	3,53,336	174,925	7,72,494	...	...	2,454	14,222	2,454	14,222
		3′ 3½″ gauge.														
10	...	Assam-Bengal	746	4,663	1,689	7,145	2,556	10,956	4,991	22,764	...	...	31,193	3,70,920	31,193	3,70,920
11	...	Bengal and North-Western	8,361	53,879	50,319	3,10,945	88,086	4,51,922	146,766	8,16,746	...	...	44	550	44	550
12	...	Bengal Dooars	979	4,545	369	1,927	1,155	6,331	2,503	12,803	...	...	16,229	3,28,453	16,229	3,28,453
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	9,959	45,996	...	...	4,265	13,199	14,224	59,195	2	21	79	602	81	623
14	...	Burma	250	2,011	5,219	54,394	16,961	1,48,840	22,430	2,05,245	1,295	23,607	37	580	1,332	24,187
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	792	4,964	...	...	...	...	792	4,964	...	...	9,993	83,224	9,993	83,224
17	(*c*)	Hyderabad-Godavari Valley	2,993	27,205	461	4,604	1,811	12,765	5,265	44,574	4	66	2	40	6	106
17	...	Jodhpur-Bikaner	4,580	25,175	6,879	33,124	10,885	66,856	22,344	1,25,155	3	27	1	37	4	64
18	(*e*)& (*f*)	Madras	1,171	4,386	253	1,705	1,192	2,649	2,616	8,740	...	...	308	1,689	308	1,689
18	...	Morvi	401	1,037	1	3	929	2,220	1,331	3,260	...	...	3	21	3	21
2	(*b*)&(*h*) to (*n*)	Rajputana-Malwa	25,429	2,59,655	57,041	4,81,920	100,003	10,31,219	1,473	17,72,794	464	11,863	424	5,267	888	17,130
9	(*a*) & (*b*)	Rohilkund and Kumaon	2,801	7,502	13,447	40003	32,335	1,52,025	48,583	1,99,530	...	...	254	2,608	254	2,608
0	...	South Indian	18,742	82,761	6,215	26,815	43,500	2,43,329	68,457	3,57,905	...	9	4,722	22,527	4,722	22,536
1	...	Southern Mahratta	9,491	79,609	7,027	56,933	53,582	3,68,195	70,103	5,04,737	35	595	37	766	72	1,361
2	...	Udaipur-Chitor	289	1,565	1,079	5,252	1,477	5,768	2,845	12,585	...	2	2	14	2	16
		2′ 6″ gauge.														
3	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	...	Barsi Light	1,171	3,076	5	12	331	938	1,507	4,026	...	2	...	...	...	...
5	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	...	Cutch	212	709	637	2,165	1,168	3,982	2,017	6,856	...	1	1	3	1	3
7	(*h*)	Kalka-Simla	400	5,118	437	4,880	1,391	11,384	2,228	21,382	37	732	18	396	55	1,128
8	(*c*)	Mourbhanj	85	95	...	...	8	20	43	115	...	...	...	1	...	1
9	(*d*)	Parlakimedi Light	189	127	...	...	4	3	193	130	...	...	...	...	...	...
0	(*e*)	Powayan Light	...	...	...	...	1,235	1,571	1,235	1,571	...	...	...	...	...	...
1	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	Tarakeshwar-Magra Light	...	...	108	116	115	127	223	243	...	...	...	...	...	...
3	...	Tezpore-Balipara Light	...	...	5	27	...	...	5	27	...	...	4,203	29,243	4,203	29,243
4	(*g*) & (*k*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri.	40	69	7	11	43	65	90	145	...	...	...	...	...	...
		2′ 0″ gauge.														
5	...	Darjeeling-Himalayan	80	1,570	821	15,276	15	884	952	17,730	...	...	3,869	56,225	3,869	56,225
6	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1907	445,354	52,47,791	387,238	25,93,811	948,206	60,73,964	1,780,798	1,39,15,566	3,489	69,262	109,183	16,24,687	112,672	16,93,949
		Total 1906	463,755	61,30,673	341,102	26,37,217	993,155	64,37,248	1,798,012	1,51,05,138	2,983	59,276	112,316	17,19,252	115,299	17,78,528
		Increase	...	...	46,136	...	...	...	...	...	506	9,986	...	...	...	...
		Decrease	18,401	7,82,882	...	43,406	44,949	3,63,284	17,214	11,89,572	...	...	3,133	94,565	2,627	84,579

earnings therefrom during the calendar year 1907.

railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.						XXXII. Wood.						XXXIII—(*continued on following page*). Wool.								Number.
(1) Manufactured.		(2) Manufactured. (a) Cigars.		(2) Manufactured. (b) Other sorts.		Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		(1) Raw.		(2) Manufactured. (a) Carpets and rugs.		(2) Manufactured. (b) Piece-goods, European.		(2) Manufactured. (c) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(19)		(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)
	Rs. 84,692	Tons. ...	Rs. ...	Tons. 945	Rs. 13,871	Tons. 10,037	Rs. 98,563	Tons. 78,586	Rs. 3,38,120	Tons. 3,054	Rs. 24,108	Tons. 81,640	Rs. 3,62,228	Tons. ...	Rs. ...	Tons. ...	Rs. ...	Tons. ...	Rs. ...	Tons. ...	Rs. ...	1
2	1,50,186	465	3,806	535	6,377	20,342	1,60,369	61,526	2,36,642	6,531	55,349	68,057	2,91,991	6,314	1,40,987	117	2,314	67	1,402	119	2,294	2
4	3,83,714	...	...	1,387	18,835	37,461	4,02,549	56,758	1,24,230	5,452	35,129	62,210	159,359	1,491	28,254	...	...	...	...	234	3,178	3
3	3,37,381	55	1,537	3,825	81,842	36,433	4,20,760	61,331	2,23,118	9,596	94,175	70,927	3,17,293	1,825	21,348	534	15,997	131	185	427	12,939	4
3	1,50,438	876	26,311	540	15,874	13,802	1,92,623	170,944	6,05,182	5,901	80,381	176,845	6,85,563	776	17,237	75	3,323	310	15,718	142	4,918	5
4	1,59,922	685	11,627	2,755	28,367	28,234	1,99,916	232,229	7,09,571	8,933	53,343	241,212	7,62,914	1,712	16,114	753	11,394	19	412	444	6,049	6
	34,431	131	2,240	34	530	2,713	37,201	34,877	1,06,786	692	6,046	35,569	1,12,832	224	1,039	107	1,559	20	314	169	1,818	7
7	1,90,224	126	3,501	2,703	65,220	20,466	2,58,945	63,239	2,25,329	11,643	1,06,862	74,882	3,32,191	23,854	5,78,650	217	3,319	705	9,610	925	21,158	8
1	31,556	101	1,609	397	2,891	7,369	36,056	94,079	1,84,805	5,584	27,005	99,663	2,11,810	286	2,332	87	336	5	39	149	1,070	9
5	13,114	18	385	73	1,653	1,906	15,152	1,308	7,302	1,246	9,362	2,554	16,664	1	38	4	48	...	...	...	...	10
0	2,85,137	6	137	404	4,505	36,660	2,89,779	36,781	1,09,356	5,600	37,241	42,384	1,46,597	347	2,223	23	221	18	317	152	1,753	11
0	13,014	...	...	162	1,438	6,342	14,452	2,679	12,389	327	2,526	3,006	14,915	...	...	..	...	...	...	...	...	12
9	9,956	5	75	268	1,885	2,122	11,916	14,584	66,467	2,122	11,226	16,706	77,693	1,022	6,507	3	19	1	7	10	46	13
2	35,769	278	3,491	859	11,396	5,239	50,656	126,492	5,35,492	2,563	16,979	129,055	5,52,471	23	335	70	1,889	9	161	5	27	14
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
	...	...	...	...	...	...	...	4,858	23,184	...	...	4,858	23,184	...	...	...	...	...	...	...	...	16
4	8,472	9	188	76	1,192	539	9,852	9,526	39,310	963	8,999	10,489	48,309	7	73	30	547	2	65	70	829	7
5	14,416	21	204	161	1,990	2,247	16,610	11,798	25,630	628	4,823	12,426	30,453	4,999	47,820	6	73	11	199	10	142	17
5	8,068	27	278	77	369	2,379	8,715	27,630	28,999	2,961	6,521	30,591	35,520	3	35	4	47	2	35	13	176	6
9	1,950	3	10	30	151	572	2,011	1,393	3,390	86	359	1,479	3,749	386	2,516	1	5	...	...	2	9	18
2	1,79,597	116	2,624	393	8,102	17,001	1,90,323	35,298	1, 20,645	3,291	31,865	38,589	1,52,513	7,940	1,24,498	86	3,568	99	2,786	69	5,947	2
3	10,205	12	97	193	1,838	2,508	12,140	37,866	1,16,340	1,487	7,056	39,353	1,23,396	375	2,372	3	23	...	...	8	71	19
6	54,400	1,266	14,704	1,207	4,569	12,799	73,673	150,246	2,41,396	8,451	56,046	158,697	2,97,442	113	1,524	113	1,329	9	173	143	2,841	20
0	1,05,064	251	4,936	288	2,611	15,379	1,12,611	110,606	2,90,092	4,590	35,793	115,196	3,25,885	300	3,297	...	2	3	102	30	532	21
6	2,902	2	24	4	33	522	2,959	123	570	17	121	140	691	90	599	...	...	...	...	2	9	22
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
1	238	3	11	36	157	120	406	866	2,210	175	557	1,041	2,767	1	4	10	36	...	...	...	1	24
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
8	25	...	...	2	4	10	29	456	1,377	5	14	461	1,391	73	23	...	...	...	...	...	...	26
8	4,811	5	147	92	1,125	455	6,083	1,638	19,952	181	2,761	1,819	22,713	4	76	22	574	96	1,869	8	200	8
5	43	...	...	3	8	18	51	414	1,101	18	52	432	1,153	...	...	...	...	...	...	...	...	1
3	21	...	...	1	2	24	23	47	37	59	53	106	90	...	...	...	...	...	...	...	...	1
	...	...	...	...	...	...	...	11,258	17,641	...	...	11,258	17,641	...	...	...	...	...	...	...	...	19
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
5	76	...	...	...	...	55	76	27	40	3	4	30	44	...	...	...	...	...	...	...	...	30
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
5	971	3	11	12	34	480	1,016	268	426	100	235	368	661	8	26	2	3	...	...	...	...	6
8	767	244	6,683	71	1,279	353	8,729	125	1,034	196	3,476	321	4,510	4	66	3	73	5	136	4	117	33
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
46	22,71,460	4,708	84,636	17,533	2,78,148	284,587	26,34,244	1,439,859	44,18,166	92,505	7,18,467	1,532,364	51,36,633	52,078	9,99,991	2,270	46,699	1,51[illegible]	35,330	3,335	66,124	
73	21,54,626	4,677	97,215	16,267	2,45,164	266,217	24,87,005	1,327,733	41,84,617	88,152	7,12,116	1,415,885	48,96,733	51,822	10,20,286	2,650	48,164	2,31[illegible]	40,950	4,124	82,866	
73	1,16,834	...	...	1,266	32,984	18,370	1,47,239	112,126	2,33,540	4,353	6,351	116,479	2,39,9[illegible]0	256	...	...	...	...	...	...	...	
	...	169	2,579	...	...	...	...	...	...	...	...	...	...	...	20,295	380	1,465	607	5,620	789	16,742	

APPEN

Principal commodities carried by railways an d

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXXIII. Wool—*concluded.* (2) Manufactured—*concluded.* (*d*) Other sorts of manufactures.		XXXIII. Wool—*concluded.* Total.		XXXIV. All other articles of merchandise.		Grand Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*), (*b*), (*e*) & (*f*).	Bengal-Nagpur	...	...	...	...	441,236	7,04,282	4,088,695	1,74,19,307
2	(*a*), (*e*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	70	1,436	6,687	1,48,433	423,363	12,97,151	2,274,346	1,32,98,990
3	...	Eastern Bengal State	...	...	1,725	31,432	112,253	5,75,736	3,273,471	1,37,71,882
4	...	East Indian	934	18,741	3,901	73,010	460,566	35,91,851	11,100,174	5,23,41,884
5	...	Great Indian Peninsula	860	15,775	2,163	56,971	320,393	28,10,884	4,446,611	4,49,66,176
6	(*a*) to (*d*)	Madras	173	1,851	3,101	35,820	140,576	11,30,893	2,428,768	1,20,89,405
7	(*a*) & (*b*)	Nizam's Guaranteed State	...	...	520	4,730	14,588	1,19,924	782,584	37,17,785
8	(*a*) to (*g*) & (*i*) to (*k*).	North Western State	1,144	21,671	26,845	6,34,408	514,180	41,01,951	5,241,859	4,70,49,792
9	...	Oudh and Rohilkhand State	59	392	586	4,169	350,501	15,19,496	1,827,567	79,54,373
		3′ 3½″ gauge.								
10	...	Assam-Bengal	44	786	49	870	15,573	1,14,556	530,790	23,91,455
11	...	Bengal and North-Western	1	5	541	4,519	92,848	3,69,735	1,809,164	*84,74,988
12	...	Bengal Dooars	14	221	14	221	5,061	42,472	102,488	6,97,354
13	...	Bhavnagar-Gondal-Junagad-Porbandar	2	11	1,038	6,590	11,499	58,110	359,490	10,39,417
14	...	Burma	11	96	118	2,508	194,521	8,05,437	1,549,442	82,34,353
15	...	Deoghur	...	...	...	...	20,209	8,065	20,209	8,065
16	...	Dibru-Sadiya	...	...	...	...	45,357	47,345	674,879	8,57,418
7	(*e*)	Hyderabad-Godavari Valley	...	1	109	1,515	3,781	42,242	233,752	18,72,173
17	...	Jodhpur-Bikaner	249	2,167	5,174	50,401	12,022	70,606	473,336	20,03,849
6	(*e*) & (*f*)	Madras	4	61	26	354	9,104	48,738	104,651	3,14,563
18	...	Morvi	...	1	389	2,531	1,206	4,449	48,128	1,06,874
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	160	3,071	8,554	1,39,870	198,902	8,29,249	2,532,556	1,79,01,324
19	(*a*) & (*b*)	Rohilkund and Kumaon	67	377	453	2,843	106,650	2,07,639	423,130	12,80,289
20	...	South Indian	61	574	439	6,441	145,355	7,72,170	1,632,550	61,05,843
21	...	Southern Mahratta	847	8,578	1,180	12,511	56,389	3,40,234	1,329,712	79,14,503
22	...	Udaipur-Chitor	...	...	92	608	480	3,929	22,588	98,754
		2′ 6″ gauge.								
23	...	Baraset-Basirhat Light	...	...	...	...	2,687	5,329	2,687	5,329
24	...	Barsi Light	156	503	167	544	1,851	7,465	80,903	2,09,747
25	...	Bukhtiarpore-Behar Light	...	...	...	...	21,388	28,157	21,388	28,157
26	...	Cutch	...	...	73	23	224	503	8,974	24,748
8	(*h*)	Kalka-Simla	...	1	130	2,720	5,284	69,374	41,352	4,08,047
1	(*e*)	Mourbhanj	...	...	...	...	4,217	4,691	10,862	17,659
1	(*d*)	Parlakimedi Light	...	...	...	...	348	447	7,130	5,422
19	(*e*)	Powayan Light	...	...	...	...	5,025	6,880	23,089	33,382
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	13,923	40,706	13,923	40,706
30	...	Tarakeshwar-Magra Light	...	...	...	...	399	722	31,787	19,644
31	...	Tezpore-Balipara Light	...	...	...	...	5,718	15,471	15,151	62,240
6	(*g*) and (*h*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri.	...	...	10	29	804	1,605	15,481	26,618
		2′ 0″ gauge.								
33	...	Darjeeling-Himalayan	4	118	20	510	5,073	51,628	36,645	4,81,87
34	...	Howrah-Amta Light	...	...	...	...	15,706	26,384	15,706	26,38
35	...	Howrah-Shrakhala Light	...	...	...	...	6,712	8,871	6,712	8,87
36	...	Jorhat	...	...	...	...	13,552	57,398	13,552	57,39
		Total 1907	4,909	76,437	64,104	12,24,581	3,499,524	1,99,33,774	47,656,262	27,34,14,95
		Total 1906	5,744	90,893	66,659	12,83,159	3,034,078	1,93,67,295	44,043,607	25,78,98,65
		Increase	...	...	...	...	465,446	5,66,479	3,612,655	1,55,16,30
		Decrease	835	14,456	2,555	58,578	...	...	...	...

e earnings therefrom during the calendar year 1907.

r all railways in India and is therefore not the same as the total production.]

XXXV. ANIMALS.										Number.	Remarks.
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		Total.		Main head.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
252	9,149	11,033	50,787	3,081	34,150	16	1,069	14,382	95,155	1	
195	4,318	13,350	1,70,733	17,491	3,38,345	...	...	31,036	5,13,396	2	
166	1,142	9,784	63,085	102	1,135	...	...	10,052	65,362	3	
1,675	1,02,421	4,559	1,00,181	6,981	1,84,045	8	124	13,223	3,86,771	4	
886	34,878	12,026	1,04,493	7,260	1,14,799	...	...	20,172	2,54,170	5	
...	...	...	...	...	...	...	...	...	...	6	
240	5,321	34	1,562	3	410	...	...	277	7,293	7	
2,939	59,775	5,216	54,645	208	8,495	...	...	8,363	1,22,915	8	
632	23,597	351	4,777	21	403	...	...	1,004	28,877	9	
6	211	79	1,301	263	3,101	...	...	348	4,613	10	
70	1,090	10,490	1,21,239	237	5,767	...	...	10,797	1,28,096	11	* Excluding Rs. 5,79,624 in respect of ferries and steam-boats which are included in the details.
...	...	5	39	...	...	...	...	5	39	12	
21	283	510	1,312	11	98	...	...	542	1,693	13	
767	25,078	4,579	1,09,663	3,175	85,095	...	...	8,521	2,19,836	14	
...	...	...	...	...	...	...	...	...	...	15	
...	...	83	448	...	...	...	...	83	448	16	
44	997	83	1,623	196	2,848	...	...	293	5,468	7	
124	2,406	47	788	3	21	...	...	174	3,215	17	
...	...	...	...	...	...	...	...	...	...	6	
11	121	158	623	2	55	...	...	171	799	18	
425	9,483	3,465	35,603	5,800	58,769	...	...	9,690	1,03,860	2	
8	140	15	390	3	74	...	...	26	604	19	
103	1,420	1,540	11,946	5,833	31,158	...	...	7,476	44,524	20	
284	3,540	731	8,306	1,229	11,308	12	296	2,256	23,450	21	
37	225	18	67	...	6	...	...	55	298	22	
...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	8	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	19	
...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	...	...	...	...	...	...	...	...	6	
...	...	...	1,218	...	...	...	...	...	1,218	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	...	...	...	35	
...	...	...	...	...	...	...	...	...	...	36	
8,885	2,85,695	78,126	8,44,834	51,899	8,80,062	36	1,489	138,943	20,12,100		
7,189	3,43,197	60,970	8,11,215	49,072	8,23,640	52	6,306	117,283	19,84,358		
1,696	...	17,156	33,619	2,827	56,412	...	...	21,683	27,742		
...	57,502	...	...	...	...	16	4,817	...	...		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)		6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.		Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
							G.I.P.	I.M.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	DESCRIPTION OF RAILWAY WORKED.													
1	Gauge of railway	...	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	3′ 3½″	3′ 3½″
2	Mileage worked . . . *Miles*	...	1,728·94	876·90	503·57	2,504·43	1,692·45	1,179·99	1,476·10	354·70	4,226·38	1,253·46	772·88	1,765·17
3	Number of stations . . *No.*	...	252	150	134	427	272	152	320	45	641	196	128	320
4	Total length of the following gradients :—													
	(*a*) 1/30 and less . . *Miles*	...	...	...	...	5·90	19·31	6·75	...	...	82·62	0·19	10·10	...
	(*b*) 1/31 to 1/80 . . . „	...	0·15	1·32	...	17·66	2·82		22·34	...	93·23	9·30	33·03	...
	(*c*) 1/81 to 1/100 . . . „	...	103·90	0·50	...	48·86	61·90	11·23	63·98	79·19	137·10	6·41	25·70	0·76
	(*d*) 1/101 to 1/300 . . „	...	578·61	213·31	...	211·06	550·16	365·30	297·62	110·99	137·96	19·15	97·44	4·99
	(*e*) 1/301 to 1/500 . . „	...	145·00	73·86	7·28	162·87	210·95	105·14	156·66	18·22	114·09	22·56	31·65	4·73
5	Steepest gradient worked—													
	(*a*) Length . . *Miles*	...	0·15	1·32	3·31	14·26	5·99	2·39	0·80	2·52	5·60	0·19	8·54	0·35
	(*b*) Inclination . . .	...	1/80	1/80	1/300	1/80	1/37	1/80	1/80	1/100	1/125	1/80	1/37	1/100
	FINANCIAL RESULTS.													
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay. *Per cent.*	Calendar year 1907 by half-years. 1st half	3·14	5·36	1·69	4·67	4·94	3·15	1·89	3·01	2·73	2·47	0·18	4·03
		2nd „	2·05	2 51	3·36	3·88	2·26	1·50	1·29	3 56	3·10	1 63	0·32	2·56
7	Percentage of net earnings for each half-year on paid up capital. *Per cent.*	1st half	3·16	...	...	...	...	3·17	1·92	3·35	...	...	...	...
		2nd „	2 05	...	...	...	...	1·52	1·33	3·08	...	...	...	...
	OUTLAY, EARNINGS AND EXPENSES.													
	(*Exclusive of Steam-boat Service*)													
8	Capital outlay per mile open *Rs.*	1st half	1,50,441	1,91,481	2,19,330	2,28,338	2,13,118	1,41,602	1,40,744	1,30,548	1,44,675	1,19,908	1,60,555	76,884
		2nd „	1,52,148	1,95,472	2,21,326	2,30,486	2,16,719	142,229	1,42,326	1,32,702	1,47,729	1,22,154	1,60,902	77,442
9	Total earnings per mile open per week . . . . „	1st half	310	642	581	678	537		299	298	339	230	117	208
		2nd „	276	421	721	605	389		274	277	366	262	127	158
10	Total working expenses per mile open per week . . „	1st half	146	239	378	258	215		187	102	150	163	105	80
		2nd „	145	221	411	253	246		197	94	183	183	106	73
11	Total earnings per train-mile „	1st half	4·63	6·27	3·90	4·48	4·31		4·38	4·73	3·83	3·67	2·71	3·38
		2nd „	4·00	4·91	4·78	4·20	3 36		3·83	4·52	3·96	3·35	2·79	2·71
12	Total working expenses per train-mile . . . . „	1st half	1·99	2·33	2·78	1·70	1·97		2·74	1·63	2·03	2·13	2·43	1·30
		2nd „	2·10	2·58	2·73	1·76	2·13		2 76	1 54	1 98	2·33	2·34	1 25
13	Net earnings per train-mile . „	1st half	2·64	3·94	1·12	2·78	2·34		1·64	3·10	1·80	1·54	0·28	2·08
		2nd „	1·90	2·33	2·05	2·44	1·23		1·07	2·98	1·93	1·02	0 45	1·46
14	Cost per 1,000 gross ton miles moved (freight and dead weight) . . . . „	1st half	4·69	5·05	7·88	3·43	5·19		8·25	4·06	5·47	5·90	10·84	5·04
		2nd „	5·26	6·62	6 95	3·53	6·24		8·73	3·84	5·01	6 92	9 76	5·42
15	Percentage of total working expenses on total earnings *Per cent.*	1st half	42·98	37·24	71·21	38·02	45·62		62·53	31·38	53·05	58 03	89·51	38·43
		2nd „	52 53	52·46	57·00	41·88	63·30		72·02	34·04	49·94	69 63	83·81	46·11
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores *Per cent.*	1st half	41·03	36·41	70·89	36·57	44·07		61·88	34·02	50·50	56·66	89·20	37·33
		2nd „	50·81	51·93	56·72	40 37	62·08		71 37	33·52	48·42	68 50	83·18	44·68
	(*Inclusive of Steam-boat Service*).													
17	Percentage of total working expenses on total earnings (for details, see items 123—129) . . . . *Per cent*	1st half	43·98	37·24	71·21	38·12	45·62		62·53	34·38	53·07	58·03	90·16	40·12
		2nd „	53·57	52·46	57 00	42·07	63·30		72·02	34·04	49·95	69·63	83·90	48·78

DIX 18.

ystem during each half-year of 1907.

o not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) &(*b*).	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*)to(*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*f*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhav-nagar-Gondal-Juna-gad-Por-bandar.	Burma.	Eastern Bengal.	Hydera-bad-Go-davari Valley.	Jodh-pur-Bikaner.	Raj-putana-Malwa.	Rohil-kund and Ku-maon.	South Indian.	South-ern Mah-ratta.	Udaipur -Chitor.	Jubbul-pore-Gondia exten-sion.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshe-ra-Durgai.	Purulia-Ranchi.	Raipur-Dham-tari.	Calendar year 1907. by half years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2′ 6″	2′ 6″	2′ 6″	′ 6″	2′ 6″	...	1
455·45	1,379·52	818·45	391·13	833·22	2,088·24	347·72	1,364·17	1,731·90	68·72	241·77	59·44	131·98	16·82	56·69	...	2
64	263	144	52	87	296	62	257	245	11	29	20	21	9	9	...	3
1·83	64·52	0·37	...	...	3·40	...	0·04	15·06	...	...	6·00	0·96	...	0·51	...	4
0·28	31·83	0·64	...	...	0·23	6·41	14;64	76·28	...	31·51	2·38	...	9·55	...	...	
1·68	47·78	2·05	...	...	18·75	8·56	130·82	551·70	1·10	60·54	9·94	43·55	23·74	...	...	
123·76	155·52	32·52	...	168·36	360·44	5·00	243·71	266·69	30·75	38·07	3·40	36·24	13 24	17·83	...	
64·74	128·65	15·34	13·95	61·24	200·28	6·83	103·56	98·55	6·98	13·39	...	22·74	4·27	2·55	...	
1·83	9·81	0·82	5·41	2·31	3·40	3·11	0·04	15·06	0·46	0·07	27·61	9·43	1·59	0·51	...	5
$\frac{1}{20}$	$\frac{1}{25}$	$\frac{1}{130}$	$\frac{1}{133}$	$\frac{1}{150}$	$\frac{1}{40}$	$\frac{1}{70}$	$\frac{1}{20}$	$\frac{1}{40}$	$\frac{1}{100}$	$\frac{1}{73}$	$\frac{1}{83}$	$\frac{1}{93}$	$\frac{1}{30}$	$\frac{1}{50}$	...	
															Calendar year 1907 by half-years.	
3·94	2·85	2·84	4·17	4·29	4·94	4·26	3·60	2·43	4·21	1·70	1·05	—*0·65*	...	2·49	1st half	6
2·61	1 23	2·85	2·38	4·16	3·69	2·87	3·41	1·36	2·37	1·05	1·24	—*1·18*	1·26	1 66	2nd „	
...	...	...	4·18	...	...	...	...	...	...	1·69	...	...	...	2·49	1st half	7
...	...	...	2·39	...	...	...	...	...	...	1·04	...	...	1·26	1·66	2nd „	
50,053	1,01,720	91,904	68,256	25,938	76,074	56,625	79,755	79,301	30,843	52,790	292,573	65,287	...	24,906	1st half	8
50,146	1,02,455	92,652	68,730	26,377	75,858	57,019	80,401	79,447	30,843	53,517	2,93,445	65,298	47,499	24,906	2nd „	
132	266	224	202	97	281	166	220	161	82	81	285	57	...	41	1st half	9
99	202	225	118	79	243	134	216	139	61	74	314	60	112	38	2nd „	
56	148	124	91	54	132	71	106	84	33	46	165	72	...	17	1st half	10
49	148	127	55	36	131	69	108	96	32	53	172	88	22	22	2nd „	
4·40	3·41	3·50	3·81	3·23	3·42	3·10	3·21	2·94	5·34	2·37	4·11	0·94	...	2·07	1st half	11
3·00	2·78	3·20	2·82	2·73	3·17	2·62	2·93	2 58	3·88	1·99	4·47	1·04	5·18	1 77	2nd „	
1·88	1·90	1·94	1·72	1·83	1·61	1·32	1·55	1·53	2·10	1·35	2·38	1·18	...	0·87	1st half	12
1·43	2·03	1·81	1·30	1·26	1·71	1·35	1·43	1·77	2·08	1·41	2·44	1·52	1·03	1·02	2nd „	
2·52	1·51	1·56	2·09	1·45	1·81	1·78	1·66	1·41	3·23	1·02	1·73	—*0·24*	...	1·20	1st half	13
1·51	0·75	1·39	1·52	1·47	1 46	1·28	1·50	0 81	1·80	0 58	2·03	—*0·48*	4·16	0 75	2nd „	
9·34	8·16	8 97	7·96	8·50	6·65	5·07	7·93	7·56	9·53	6·67	28·34	20·58	...	9·65	1st half	14
9·03	9·20	8·06	6·60	6·41	7·19	5 33	7·86	9·14	10 53	6·76	28·57	24·39	5·66	11·77	2nd „	
42·69	55·73	55·28	45·13	55·73	46·94	42·60	48·29	52·06	39·46	56·77	57·96	125·77	...	42·17	1st half	15
49·54	73·10	56·57	46·13	46·05	53·92	51·38	49 79	68·72	53·56	70·88	54·65	146·70	19 78	57·75	2nd „	
42·40	55·00	53·09	43·80	55·27	46·19	41·84	47·50	50·87	39·42	55·71	57·61	126·36	...	42·15	1st half	16
49 08	72·01	54·96	43·98	45·11	53 01	50·63	49·02	67 42	53·54	68·87	54·24	147·44	19·78	56 96	2nd „	
42·69	56·44	57·59	45·13	55·73	46·94	42·17	48·29	52·06	39·46	56·77	57·96	129·28	...	42·17	1st half	17
49·54	73·94	58 06	46·13	46·05	53 92	50 72	49·79	68·72	53 56	70·88	54 65	149·93	19·78	57·75	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.) . . *Rs.*	1st half	62,45	49,98	46,62	1,61,93	1,79,04	69,06	8,73	1,91,19	48,07	19,45	34,50
		2nd „	61,99	51,32	51,41	1,58,73	1,75,70	74,84	7,84	1,96,96	57,28	19,82	32,68
	Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*—												
19	Coaching in thousands of Rs. . „	1st half	15,91	16,46	20,50	46,04	55,48	24,36	2,04	61,62	22,05	7,15	13,55
		2nd „	18,60	22,76	19,92	47,19	69,64	28,55	2,05	61,41	24,04	6,73	15,01
20	Goods in thousands of Rs. . „	1st half	46.54	33,52	26,12	1,15,89	1,23,56	44,70	6,69	1,29,57	26.02	12,30	20,95
		2nd „	43,39	28,56	31,49	1,11,54	1,06,06	46,29	5,79	1,35,55	33,24	13,09	17,67
	COACHING TRAFFIC.												
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic *Rs.*	1st half	43,36	42,92	29,50	1,43.26	1,06,80	45.21	6,06	1,15.89	45,90	10 40	38,45
		2nd „	43,25	40,62	28,81	1,26,79	96,72	42,07	6,02	1,26,24	38,07	8,79	34,43
22	Coaching train-miles run . *No.*	1st half	1,293	1 241	1,061	4,284	4 146	1,227	1,74	4,714	1,627	3.62	1,393
		2nd „	1,333	1,314	1,155	4,247	4,362	1,391	2,06	4,990	1,560	3,73	1,523
23	Average coaching receipts per train-mile . . . *Rs.*	1st half	3·35	3 46	2·78	3·31	2·58	3 68	3·49	2·46	2·81	2 87	2·76
		2nd „	3·24	3·09	2·49	2·98	2·22	3·02	2 92	2·53	2·44	2·36	2·26
	UNITS AND UNIT-MILEAGE.												
	Number of units carried one mile (in thousands)—												
24	1st class . . . *Unit-miles*	1st half	1,932	2.229	1,096	5,857	9.298	2,966	277	5.017	1,863	342	504
		2nd „	1,650	1,845	1,080	5,209	9,325	2,537	280	4,634	1,840	347	425
25	2nd „ . . . „	1st half	3.839	14,718	3,026	12,983	31.498	10,247	2,019	15,315	5,238	623	1,484
		2nd „	4,406	12,117	2,897	13,584	30,896	9,602	2,110	16,487	5,569	606	1,453
26	3rd or intermediate class „	1st half	10,779	17.242	16,029	56.582	62 767	3,383	5,669	52.922	25,023	458	5,648
		2nd „	10,927	15,467	15,101	62,278	56,780	2,754	13,078	54,506	19,385	512	5,527
27	4th or lowest „ „	1st half	290,710	270 178	177,037	919 548	594,906	292,498	36,798	767,547	275,693	50,427	234,698
		2nd „	279,415	257,582	165,267	811,013	529,892	273,239	27,624	822,965	228,414	48,677	295,731
28	Total passenger unit-mileage „	1st half	307 260	304 367	197,188	994,970	698 529	309,094	44.763	840.801	307,842	60.850	342,334
		2nd „	296,423	287,011	184,345	892 084	626,803	283,132	43,092	898,592	255,208	50,172	303,146
29	Other coaching traffic . *Ton-miles*	1st half	1.932	3 675	1,188	10 392	9 513	3,135	409	5,597	1,806	421	838
		2nd „	1,904	3,532	1,205	9,724	8,369	2,959	377	7,916	1,599	444	963
32	Average sum received for carrying a unit one mile—												
30	1st class . . . *Pies*	1st half	12·93	10·55	13·67	14·81	10·88	11·33	15·69	11·77	11·96	16·15	12·93
		2nd „	12·96	10 69	13·70	13·43	10 85	11·87	15·65	11·47	12 07	15 62	12·23
31	2nd „ . . . „	1st half	6·72	4 70	6·55	6·69	4·50	4·53	5·05	4 80	5·60	7·26	6·19
		2nd „	6 59	5·17	7·05	6 09	4·53	4·66	4 93	4·78	5 49	7 62	5·95
32	3rd or intermediate class „	1st half	3·16	3·00	2·97	3 27	3 08	4·50	2·50	3·01	3·03	3·98	3·14
		2nd „	3·16	3·00	3 01	2·98	2·97	4 50	2·50	3·01	3·04	3 90	3·19
33	4th or lowest „ . „	1st half	2·00	2 12	2·42	2 25	2·15	2·25	1·99	2·26	2·46	2·85	1·99
		2nd „	2·40	2·16	2·49	2·21	2 14	2·25	1·99	2 26	2·43	2·83	1·99
34	Average for all classes . „	1st half	2·46	2·36	2·50	2·44	2·46	2·44	2·28	2·41	2·62	2·99	2·05
		2nd „	2·55	2·38	2·68	2·39	2·46	2·44	2 37	2 40	2·61	2·99	2 05
35	Other coaching traffic per ton-mile „	1st half	40·45	29·16	46·18	30·65	35·15	36·21	35·48	35·65	40·78	42·62	44·39
		2nd „	39 67	27·14	49·50	31·08	37 40	35 75	35·15	33·89	40·59	42. 65	41 85

IX 18—*continued.*

***ystem during each half-year of 1907*—contd.**

not prepare these statistics.

3′ 3″										2′ 6″					Gauge.	
13 to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhav-agar-ndal-Juna-d-Por-ndar.	Burma.	Eastern Bengal.	Hyder-abad-Goda-vari Valley.	Jodh-pur-Bikaner.	Raj-putana-Malwa.	Rohil-kund and Ku-maon.	South Indian.	South-ern Mah-ratta.	Udaipur -Chitor.	Jubbul-pore-Gondia exten-sion.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshera-Dargai.	Purulia-Ranchi.	Raipur-Dham-tari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
6,22	50,63	25,92	8,85	11,45	69,26	6,38	36,52	36,76	55	2,91	2,51	2,44	...	25	1st half	18
5,43	53,57	26,41	5,12	7,68	69,65	6,16	37,12	42,07	55	3,38	2,58	3,00	11	32	2nd „	
2,99	18,55	9,84	2,98	4,55	23,06	3,40	17,58	12,31	34	91	1.07	1,07	...	8	1st half	19
3,38	21,42	10,58	2,57	3,73	26,23	3,38	18,02	14,81	40	97	1,12	1,30	4	10	2nd „	
3,23	32,08	16,08	5,87	6,90	46,20	2,98	18,94	24,45	21	2,00	1,44	1,37	...	17	1st half	20
2,05	32,15	15,83	2,55	3,95	43,42	2,78	19,10	27,26	16	2,41	1,46	1,70	7	22	2nd „	
8,01	38,73	22,50	6,30	8,49	53,55	6,33	44,03	25,73	77	2,20	2,25	1,19	...	33	1st half	21
7,45	35,24	22,44	5,68	8,09	51,58	5,91	43,74	22,89	70	1,89	2,66	1,20	23	29	2nd „	
193	1,051	695	200	270	1,971	247	1,323	976	16	63	43	90	...	11	1st half	22
277	1,078	827	215	330	2,103	232	1,417	994	19	68	44	87	3	13	2nd „	
4·14	3·69	3·24	3·15	3·15	2·72	2·57	3·33	2·64	4·85	3·48	5·25	1·33	...	3·00	1st half	23
2·69	3·27	2·71	2·64	2·45	2·45	2·55	3·09	2·30	3·78	2·79	6·10	1·39	8·83	2·18	2nd „	
240	1,694	735	230	234	1,672	175	1,326	1,057	38	40	118	61	...	4	1st half	24
168	1,603	786	192	166	1,200	187	1,192	1,079	25	42	164	61	12	2	2nd „	
1,465	3,657	2,185	1,841	812	4,812	910	6,318	3,888	68	91	198	92	...	11	1st half	25
1,233	3,843	2,066	1,892	826	4,728	1,001	5,815	3,640	60	106	282	96	39	6	2nd „	
1,706	...	12,497	...	2,606	14,198	566	...	...	97	85	...	91	...	24	1st half	26
1,550	...	15,038	...	2,374	11,762	546	...	...	71	97	...	51	42	21	2nd „	
3,952	218,792	127,482	48,988	65,096	418,432	45,347	377,048	191,214	6,155	18,988	1,868	8,797	...	1,905	1st half	27
3,041	195,557	125,560	43,840	61,770	410,551	39,372	373,353	167,851	5,685	16,048	2,112	9,029	1,148	1,707	2nd „	
7,363	224,143	142,899	51,059	68,748	439,114	46,998	384,692	196,189	6,358	19,204	2,184	9,041	...	1,944	1st half	28
5,992	201,008	143,450	45,924	65,136	428,241	41,106	380,360	172,570	5,841	16 293	2,558	9,237	1,241	1,736	2nd „	
312	985	1,058	246	364	3,153	180	1,234	1,244	28	61	50	29	...	7	1st half	29
197	1159	1,036	225	428	3,165	180	1,000	1,145	29	54	60	27	6	7	2nd „	
11·46	15·44	13·86	11·61	14·29	11·87	24·36	11·65	15 67	17·95	15·45	49·32	11·80	...	16·05	1st half	30
11·68	15·49	13·39	11·78	13·68	11·90	27·03	11·41	15·41	17·99	15·61	55·70	11·58	15·42	15·14	2nd „	
5·65	7·60	6·64	5·26	6·81	5·50	8·29	4·52	6·05	8·95	7·83	27·48	5·81	...	7·65	1st half	31
5 83	7·57	7·08	5·16	6·95	5·60	9·12	5·02	6·05	8·99	7·50	26·56	5·68	7·86	7·42	2nd „	
4·00	...	2·93	...	2·87	2·99	4·40	...	...	3·00	4·14	...	3·00	...	4·50	1st half	32
4·00	...	2·85	...	2·80	2·98	4·44	...	...	3 00	3·87	...	3·00	4 50	4·50	2nd „	
2·75	2·99	2·50	2·00	2·02	2·01	2·13	2·00	2·08	1·99	2·00	9·00	2·25	...	3·00	1st half	33
2·75	2 98	2·50	2·00	2·00	2·00	2 16	2 00	2·08	1·99	2·00	10·50	2·25	3·00	3·00	2nd „	
2·93	3·16	2·66	2·16	2·15	2·11	2·36	2·07	2·24	2·18	2·07	12·85	2·36	...	3·07	1st half	34
2·91	3·17	2·66	2 17	2·12	2·10	2·47	2·08	2·25	2·14	2·03	15·17	2·35	3 33	3·05	2nd „	
48·13	36·77	49·09	43·87	41·43	31·68	59·04	38·65	44·63	35·73	42·06	207·78	53·20	...	44·21	1st half	35
47·80	34 33	47·22	41·94	40 31	29 06	64·89	49·54	44·66	33·73	42·93	203·91	52·20	43·30	43·61	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*contd.*												
	UNITS AND UNIT-MILEAGE—*concld.*												
	Average number of units in a train—												
36	1st class . . . . . *No.*	1st half	1·49	1·80	1·03	1·37	2·24	2·42	0·72	1·06	1·16	0·95	0·36
		2nd ,,	1·24	1·40	0·93	1·23	2·14	1·82	0·86	0·93	1·18	0·93	0·29
37	2nd ,, ... ,,	1st half	2·97	11·86	2·85	3·03	7·60	8·35	5·24	3·25	3·22	1·72	1·07
		2nd ,,	3·31	9·22	2·51	3·20	7·08	6·90	6·47	3·30	3·57	1·63	0·95
38	3rd or intermediate class . ,,	1st half	8·34	13·90	15·11	13·21	15·14	2·75	} 119·28 {	11·23	15·37	1·27	4·05
		2nd ,,	8·20	11·77	13·08	14·66	13·02	1·98		10·92	12·42	1·45	3·63
39	4th or lowest ,, ,,	1st half	224·84	217·77	166·88	214·67	143·51	238·35		162·84	169·41	164·23	240·35
		2nd ,,	209·66	195·99	143·07	190·95	121·48	196·41	124·86	164·92	146·40	130·61	194·17
40	Total passenger units . . ,,	1st half	237·64	245·33	185·87	232·28	168·49	251·87	116·24	178·38	189·16	168·17	245·83
		2nd ,,	222·41	218·38	159·59	210·03	143·72	207·11	132·19	180·07	163·57	134·62	199·04
41	Other coaching traffic *Tons*	1st half	1·49	2·96	1·12	2·43	2·29	2·55	1·06	1·19	1·11	1·16	0·60
		2nd ,,	1·43	2·69	1·04	2·29	1·92	2·13	1·16	1·59	1·02	1·19	0 63
	VEHICLES AND VEHICLE MILEAGE—												
	Number of coaching vehicles hauled one mile (in thousands)—												
42	1st class . . . *Vehicle-miles*	1st half	1,513	931	1,210	5,075	6,646	1,499	458	4,970	1,538	515	2,213
		2nd ,,	1,644	998	1,339	4,904	6,706	1,550	422	5,376	1,497	593	2,513
43	2nd ,, . . ,,	1st half	1,483	2,277	1,169	6,565	6,884	1,824	458	4,903	1,314	540	1,921
		2nd ,,	1,682	2,280	1,341	6,343	6,830	1,870	435	5,543	1,237	592	2,317
44	3rd or intermediate class ,,	1st half	1,267	1,050	2,085	7,038	3,877	193	} 1,704 {	6,463	2,399	225	1,918
		2nd ,,	1,045	1,006	2,354	7,039	4,231	137		6,192	2,018	272	2,200
45	4th or lowest ,, ,,	1st half	12,460	10,612	7,464	41,163	25,384	10,428		36,708	9,257	3,874	21,187
		2nd ,,	13,010	11,013	8,141	40,878	26,911	11,043	1,799	41,182	8,749	4,034	24,446
46	Other vehicles . ,,	1st half	1,035	2,255	1,565	5,996	7,015	1,505	514	3,912	1,149	574	427
		2nd ,,	1,166	2,315	1,606	6,194	7,223	1,582	535	4,205	845	617	488
47	Brake-vans . . . ,,	1st half	2,337	1,663	1,189	6,679	7,287	2,671	107	6,894	2,327	425	2,881
		2nd ,,	2,573	1,778	1,212	6,681	7,257	2,803	110	7,895	2,040	494	4,308
48	Total . . . . . ,,	1st half	20,095	18,793	14,682	72,516	57,123	18,120	3,241	63,850	17,984	6,183	30,547
		2nd ,,	21,120	19,390	15,993	72,039	59,158	18,985	3,301	70,393	16,386	6,607	36,272
	Average number of vehicles in a coaching train—												
49	1st class . . *No.*	1st half	1·17	0·75	1·14	1·18	1·60	1·22	1·19	1·06	0·94	1·51	1·59
		2nd ,,	1·23	0·76	1·16	1·15	1·54	1·11	1·30	1·08	0·96	1·61	1·65
50	2nd ,, . . ,,	1st half	1·15	1·84	1·10	1·53	1·66	1·48	1·19	1·04	0·81	1·49	1·38
		2nd ,,	1·26	1·73	1·16	1·49	1·57	1·35	1·33	1 11	0·79	1·59	1·52
51	3rd or intermediate class ,,	1st half	0·98	0·85	1·96	1·64	0·94	0·16	} 4·43 {	1·37	1·47	0·62	1·38
		2nd ,,	0·79	0·77	2·04	1·67	0·97	0·10		1·24	1·29	0·73	1·45
52	4th or lowest ,, ,,	1st half	9·64	8·55	7·04	9·61	6·12	8·50	5·52	7·79	5·69	10·71	15·21
		2nd ,,	9·76	8·38	7·05	9·62	6·17	7·94		8·25	5·61	10·82	16·05
53	Other vehicles ,,	1st half	0·80	1·82	1·48	1·40	1·70	1·23	1·33	0·83	0·71	1·59	0·31
		2nd ,,	0·88	1·76	1·39	1·46	1·66	1·14	1·64	0·84	0·54	1·66	0·32
54	Brake-vans ,,	1st half	1·80	1·34	1·12	1·56	1·76	2·18	0·28	1·46	1·43	1·17	2·07
		2nd ,,	1·93	1·35	1·05	1·57	1·66	2·01	0·34	1·58	1·31	1·32	2·83
55	Total ,,	1st half	15·54	15·15	13·84	16·92	13·78	14·77	8·42	13·55	11·05	17·09	21·94
		2nd ,,	15·85	14·75	13·85	16·96	13·57	13·65	10·13	14·10	10·50	17·73	23·82
	Average earnings per coaching vehicle per mile—												
56	1st class . . *Pies*	1st half	16·58	25·27	12·39	17·09	15·22	22·42	9·50	11·88	14·64	10·14	2·94
		2nd ,,	13·00	19·77	11·05	14·27	15·09	19·42	10·38	9·89	14·83	9·05	2.12
57	2nd ,, . . ,,	1st half	17·40	30·39	16·95	13·24	20·60	25·46	22·26	15·00	22·31	9·07	4·78
		2nd ,,	17·25	27·48	15·24	13·04	20·48	23·92	23·94	14·23	24·72	7·80	3·73
58	3rd or intermediate class ,,	1st half	26·86	49·35	22·80	26·28	49·93	78·81	} 51·26 {	24·68	31·64	8·12	9·24
		2nd ,,	33·07	46 04	19·30	26·40	39·80	90·48		26·53	29·17	7·77	8·01
59	4th or lowest ,, ,,	1st half	53·73	53·93	57·52	50·37	50·42	63·22	48·65	47·22	73·25	43·74	31·51
		2nd ,,	51·48	50·43	50·71	43·88	42·16	55·66		45·15	63·37	34·13	24·10
60	Other vehicles ,,	1st half	75·49	47·52	35·04	53·13	47·46	75·42	35·10	51·01	64·07	31·27	87·12
		2nd ,,	64·80	41·41	37·14	48 79	43·33	66·85	32·27	63·75	76·85	30·70	82·58

DIX 18—*continued.*

ystem during each half-year of 1907—contd.

o not prepare these statistics.

3′ 3¾″										2′ 6″					GAUGE.	
13 (*a*) to (*d*)	14 (*a*) and (*b*).	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Cihtor	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1·24	1·61	1·06	0·75	0·87	0·85	0·71	1·00	1·08	2·39	0·64	2·75	0·68	...	0·34	1st half	36
0·61	1·49	0·95	0·56	0·50	0·57	0·80	0·84	1·08	1·32	0·62	3·77	0·70	4·66	0·15	2nd „	
7·57	3·48	3·14	6·03	3·01	2·44	3·69	4·78	3·98	4·26	1·44	4·62	1·02	...	1·03	1st half	37
4·45	3·56	2·50	5·52	2·51	22 5	4·32	4·10	3·66	3 23	1·56	6·48	1·11	15·32	0·47	2nd „	
8·82	...	17·99	...	9 65	7·20	2·29	...	...	6·05	1·34	...	1·02	...	2·23	1st half	38
5·60	...	18·18	...	7·20	5·59	2·35	...	...	3·82	1·44	...	0·59	16 09	1·57	2nd „	
227·20	208·27	183·49	160·47	241·11	212·31	183·69	285·06	196·00	385·99	300·46	43·64	98·06	...	174·32	1st half	39
155·43	181·39	151·79	127·86	187·43	195·19	169 68	263·54	168·83	305·55	236·98	48·51	104·06	445·50	128·00	2nd „	
244·83	213·36	205·68	167·25	254·64	222·80	190·38	290·84	201·06	398·69	303·88	51·01	100·78	...	177·92	1st half	40
166·09	186·44	173·42	133·94	197 64	203·60	177·15	268·48	173·57	313·92	240 60	58·76	106·46	481·59	130·19	2nd „	
1·62	0·94	1·52	0·81	1·35	1·60	0·73	0·93	1·28	1·74	0·97	1·17	0·33	...	0·66	1st half	41
0·71	1·07	1·25	0·66	1·30	1·50	0·78	0·71	1·15	1·53	0·80	1·38	0·31	2·18	0·49	2nd „	
366	1,570	976	341	345	2,590	393	1,489	1,388	26	85	57	41	...	8	1st half	42
372	1,562	1,000	376	354	2,583	383	1,546	1,413	29	92	72	46	9	8	2nd „	
485	1,880	836	364	353	2,497	349	1,703	1,484	24	85	60	40	...	8	1st half	43
492	1,909	804	411	352	2,514	343	1,518	1,501	24	92	63	46	15	7	2nd „	
381	...	1,612	...	479	1,313	168	...	...	29	50	...	46	...		1st half	44
419	...	1,679	...	492	1,288	175	...	...	28	54	...	48	3	129	2nd „	
2,570	16,563	7,612	1,813	3,860	26,437	2,675	17,899	11,808	276	1,586	212	547	...	150	1st half	45
2,950	16,839	9,086	1,789	4,163	27,919	2,418	18,745	11,613	279	1,615	207	563	64		2nd „	
132	1,030	1,007	376	353	1,856	173	2,014	1,238	7	66		62	...	8	1st half	46
131	1,184	1,023	420	338	1,867	161	2,065	1,212	11	82	104	120	10	6	2nd „	
483	1,430	838	73	906	4,945	481	918	1,598	52	51	105	55	...	17	1st half	47
547	1,399	1,070	83	971	5,230	480	813	1,614	53	77		63	1	20	2nd „	
4,417	22,473	12,881	2,967	6,290	39,638	4,239	24,023	17,516	414	1,923	433	791	...	170	1st half	48
4,911	22,893	14,662	3,079	6,670	41,401	3,960	24,687	17,353	424	2,012	452	886	102	191	2nd „	
1·89	1·49	1·41	1·12	1·28	1·31	1·59	1·13	1·42	1·63	1·35	1·33	0·45	...	0·74	1st half	49
1·34	1·45	1·21	1·10	1·07	1·23	1·65	1·09	1·42	1·54	1·36	1·64	0·53	3·55	0·57	2nd „	
2·51	1·79	1·20	1·19	1·31	1·27	1·41	1·29	1·52	1·49	1·35	1·41	0·44	...	0·74	1st half	50
1·78	1·77	0·97	1·20	1·07	1·20	1·48	1·07	1·51	1·29	1·36	1·56	0·53	5·99	0·57	2nd „	
1·97	...	2·32	...	1·75	0·67	0·68	...	...	1·82	0·78	...	0·52	...		1st half	51
1·51	...	2·04	...	1·49	0·61	0·76	...	...	1·50	0·79	...	0·55	1·27	11·84	2nd „	
13·29	15·77	10·96	5·94	14·30	13·41	10·84	13·53	12·10	17·28	25·09	4·95	6·10	...	11·25	1st half	52
10·65	15·62	10·98	5·22	12·63	13·27	10·42	13·23	11·68	14·97	23·85	4·76	6·49	24·81		2nd „	
0·68	0·98	1·45	1·23	1·31	0·94	0·70	1·52	1·27	0·47	1·05		0·70	...	0·70	1st half	53
0·48	1·10	1·23	1·22	1·03	0·89	0·69	1·46	1·22	0·57	1·21	2·42	1·38	3·75	0·44	2nd „	
2·50	1·36	1·20	0·24	3·35	2·51	1·95	0·69	1·64	3·27	0·81	2·42	0·61	...	1·60	1st half	54
1·98	1·30	1·29	0·24	2·95	2·48	2·07	0·58	1·62	2·88	1·14		0·73	0·48	1·50	2nd „	
22·84	21·39	18·54	9·72	23 30	20·11	17·17	18·16	17·95	25·96	30·43	10·11	8·82	...	15·62	1st half	55
17·74	21·24	17·72	8·98	20·24	19·68	17·07	17·43	17·45	22·75	29·71	10·38	10·21	39 85	14·33	2nd „	
7·52	16·65	10·43	7·84	9·69	7·66	10·82	10·37	11·94	26·34	7·35	119·21	17·79	...	7·28	1st half	56
5·30	15·95	10·52	6·03	6·41	5·53	13·18	8·80	11·77	15·41	7·10	128·12	15·22	20·32	4·10	2nd „	
17·04	14·78	17·35	26·60	15·67	10·60	21·62	16·79	15·85	25·53	8·37	105·39	13·47	...	10·58	1st half	57
14·60	15·24	18·18	23·74	16·29	10·52	26·65	19·22	14·66	22·42	8·61	109·96	11·93	20·11	6·08	2nd „	
17·93	...	22·75	...	15·81	32·35	14·87	...	...	9·94	7·08	...	5·90	...		1st half	58
14·79	...	25·54	...	13·51	27·21	13·82	...	...	7·61	7·00	...	3·22	56·81	45·00	2nd „	
47·02	39·46	41·09	53·99	34·11	31·74	36·14	42·11	33·74	44·61	23·94	92·47	36·17	...	34·75	1st half	59
36·12	34·61	34·55	48·94	29·63	29·47	35·20	39·87	30·12	40·75	19·88	107·08	36·06	53·87		2nd „	
43·57	35·15	51·60	40·10	42·62	53·91	61·52	23·68	44·87	132 63	39·52	100·87	25·09		41·59	1st half	60
71·68	33·58	47·85	33·37	51·01	49·26	72·45	23·99	42·21	90·27	28·36	116·10	11·80	25·21	48·90	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	1 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE—*concld.*												
	Carrying capacity hauled one mile (excluding brakes) (in thousands)—												
61	1st class . . . . *Seats*	1st half	17,958	22,725	24,516	77,333	91,141	16,261	5,925	90,011	35,128	6,340	22,691
		2nd ,,	20,593	24,432	28,477	75,288	92,014	16,542	5,103	95,333	32,939	6,937	23,321
62	2nd ,, ... ,,	1st half	27,758	74,925	29,093	140,036	192,485	31,742	10,078	103,225	30,562	6,297	27,135
		2nd ,,	31,727	72,935	31,975	134,851	191,387	32,174	9,636	114,967	27,818	6,882	28,834
63	3rd or intermediate class . ,,	1st half	45,992	46,146	97,998	312,132	214,838	7,658		242,203	83,670	4,352	45,977
		2nd ,,	38,045	43,602	105,757	313,242	236,960	5,430	93,510	236,593	70,341	5,529	46,706
64	4th or lowest class . . ,,	1st half	658,745	574,234	414,783	2,236,267	1,305,558	610,060	100,321	1,958,761	549,058	136,866	659,461
		2nd ,,	683,502	592,166	446,305	2,223,464	1,386,299	636,883		2,170,614	520,645	143,157	673,048
65	Other vehicles . . . *Tons*	1st half	9,201	11,367	15,487	49,826	35,912	9,163	3,820	49,945	25,251	1,696	1,173
		2nd ,,	10,566	11,666	16,269	47,700	37,198	9,461	3,854	57,925	21,344	1,818	1,790
	Percentage of freight upon capacity hauled—												
66	1st class . . . *Per cent.*	1st half	10·76	9·81	4·47	7·57	10·20	18·24	4·68	5·57	5·35	5·40	2·22
		2nd ,,	8·01	7·55	3·79	6·92	10·13	15·33	5·18	4·86	5·53	5·00	1·86
67	2nd ,, ... ,,	1st half	13·83	19·64	10·40	9·27	16·36	32·28	20·03	14·94	17·14	9·90	5·47
		2nd ,,	13·89	16·61	9·06	10·07	16·14	29·84	21·90	14·34	20·02	8·81	5·04
68	3rd or intermediate class ,,	1st half	23·44	37·36	16·36	18·13	29·22	44·18		21·85	29·91	10·53	12·28
		2nd ,,	18·72	35·47	14·19	19·88	23·96	50·72	45·41	23·04	27·56	9·20	11·85
69	4th or lowest class . ,,	1st half	44·13	47·05	42·68	41·12	45·57	47·95	40·57	39·19	50·21	43·44	50·75
		2nd ,,	40·88	43·50	37·03	35·99	38·22	42·10		37·91	43·87	34·01	43·94
70	Other vehicles . . ,,	1st half	20·99	32·33	7·67	20·86	26·49	34·21	10·70	11·21	7·15	24·84	71·42
		2nd ,,	18·02	30·27	7·40	20·39	22·50	31·28	9·78	13·66	7·49	24·43	53·82
	WEIGHT OF TRAIN AND TON-MILEAGE.												
	Gross ton-mileage of all coaching trains (in thousands)—												
71	Freight . . . *Ton-miles*	1st half	20,521	22,321	13,123	70,585	52,426	22,004	3,146	56,552	20,456	4,093	21,428
		2nd ,,	19,844	21,068	12,368	63,729	46,973	20,540	3,016	62,341	17,096	3,480	19,198
72	Dead weight . . . . ,,	1st half	318,687	303,459	247,238	1,270,244	1,016,792	273,213	46,921	1,068,366	353,371	61,857	247,636
		2nd ,,	333,784	323,176	274,163	1,272,716	1,069,753	305,277	50,488	1,161,622	330,499	65,445	257,771
73	Total . . . . . ,,	1st half	339,208	325,780	260,361	1,340,829	1,069,218	295,217	50,067	1,125,918	373,827	65,955	269,064
		2nd ,,	353,628	344,244	286,531	1,336,455	1,116,726	326,817	53,504	1,226,963	347,595	68,925	276,969
	Average weight of a coaching train—												
74	Freight . . . . *Tons*	1st half	15·87	17·99	12·37	16·48	12·65	17·93	8·17	12·00	12·57	11·33	15·39
		2nd ,,	14·89	16·03	10·71	15·00	10·77	14·77	9·25	12·49	10·96	9·33	12·60
75	Dead weight . . . . ,,	1st half	246·47	244·60	233·05	296·54	245·26	222·64	121·84	226·86	217·14	170·95	177·83
		2nd ,,	250·44	245·90	237·33	299·65	245·25	220·15	183·03	233·39	211·83	175·61	169·25
76	Total . . . . . ,,	1st half	262·34	262·59	245·42	313·02	257·91	240·57	130·01	238·86	229·71	182·28	193·22
		2nd ,,	265·33	261·93	248·04	314·65	256·02	234·92	192·28	245·88	222·79	184·94	181·85
	COST OF WORKING AND PROFITS—												
77	Average cost of hauling a coaching train one mile . . *Rs.*	1st half	1·23	1·33	1·93	1·07	1·34	1·99	1·17	1·31	1·35	1·98	0·97
		2nd ,,	1·40	1·73	1·72	1·11	1·60	2·05	1·00	1·23	1·54	1·81	0·99
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies*	1st half	17·20	18·45	29·18	11·16	21·37	30·28	12·47	20·77	27·03	23·84	9·41
		2nd ,,	19·26	24·82	25·88	11·51	25·76	33·87	12·36	18·87	32·18	21·13	9·01
	Average cost of hauling a coaching unit one mile—												
79	Per passenger unit . . *Pies*	1st half	0·94	0·91	1·70	0·81	1·38	1·39	0·73	1·32	1·29	2·05	0·75
		2nd ,,	1·14	1·34	1·78	0·93	1·86	1·74	0·76	1·24	1·72	2·34	0·93
80	Other traffic per ton . . ,,	1st half	8·29	10·31	49·12	7·35	14·33	12·61	15·19	12·50	14·12	29·23	4·81
		2nd ,,	10·23	14·82	45·51	7·79	20·53	15·67	17·27	8·76	14·82	27·01	5·01
81	Average profit on working a coaching train one mile . *Rs.*	1st half	2·12	2·13	0·85	2·27	1·24	1·69	2·92	1·15	1·46	0·89	1·79
		2nd ,,	1·84	1·36	0·77	1·87	0·62	0·97	1·92	1·30	0·90	0·55	1·27
	Average profit on working a coaching vehicle one mile—												
82	1st class . . . . *Pies*	1st half	*−0·62*	6·82	*−16·79*	5·93	*−6·15*	*−7·86*	*−2·97*	*−8·89*	*−12·39*	*−13·70*	*−6·47*
		2nd ,,	*−6·26*	*−5·05*	*−14·83*	2·76	*−10·67*	*−14·45*	*−1·93*	*−5·98*	*−17·35*	*−12·03*	*−6·89*
83	2nd ,, ... ,,	1st half	0·20	11·94	*−12·23*	2·08	*−0·77*	*−4·82*	9·79	*−5·77*	*−4·72*	*−14·77*	*−4·63*
		2nd ,,	*−2·01*	2·66	*−10·64*	1·53	*−5·28*	*−9·95*	11·58	*−4·64*	*−7·46*	*−13·33*	*−5·28*
84	3rd or intermediate class . ,,	1st half	9·66	30·90	*−6·38*	15·12	28·56	48·53		3·91	4·61	*−15·72*	*−0·17*
		2nd ,,	13·81	21·29	*−6·58*	14·89	14·04	56·61	38·79	7·65	*−3·01*	*−13·36*	*−1·00*
85	4th or lowest class . . ,,	1st half	36·53	35·49	28·34	39·21	29·05	32·94	36·29	26·45	46·22	19·90	22·10
		2nd ,,	32·22	25·61	24·83	32·37	16·40	21·79		26·28	31·19	13·00	15·09
86	Other vehicles . . . . ,,	1st half	58·29	29·07	5·86	41·97	26·09	47·14	22·63	30·24	37·04	7·43	77·71
		2nd ,,	45·54	16·59	11·26	37·28	17·57	32·98	19·91	44·88	44·67	9·57	73·57

IX 18—*continued.*

stem during each half-year of 1907—contd.

not prepare these statistics.

3′ 3½″										2′ 6″					Gauge	Serial number.
) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	
hav-agar-ondal-una-d-Po ndar	Burma.	Eastern Bengal.	Hyder-abad-Goda-vari Valley.	Jodh-pur-Bika-ner.	Rajpu-tana-Malwa.	Rohil-kund and Ku-maon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbul-pore-Gondia exten-sion.	Kalka-Simla.	Khushal-garh-Ko-hat-Thal and Now-shera-Durgai.	Puruli-a-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
2,548	15,555	10,834	6,190	2,750	26,163	9,106	15,151	11,170	297	638	626	559	—	98	1st half	61
2,513	15,279	11,156	6,427	4,228	25,542	4,499	15,074	11,417	328	692	701	631	62	91	2nd „	
4,993	32,171	10,050	8,220	2,822	29,964	8,574	18,967	18,468	286	765	774	553	...	98	1st half	62
4,773	32,218	9,682	9,511	4,227	30,170	5,119	16,997	18,686	290	830	944	630	162	91	2nd „	
6,216	...	31,385	...	12,276	32,986	*7,590	...	...	700	765	...	1,214	...		1st half	63
6,528	...	32,349	...	12,688	32,501	3,871	...	...	673	830	...	1,382	69	4,249	2nd „	
5,548	490,647	222,085	94,364	121,716	872,514	177,700	583,281	377,513	8,000	44,287	5,092	13,168	...	4,887	1st half	64
4,701	488,451	272,851	95,837	131,754	923,620	161,069	609,683	373,347	8,092	46,904	4,890	12,903	891		2nd „	
515	2,748	5,131	2,002	4,056	9,984	6,286	5,172	34,99	30	853	414	185	...	25	1st half	65
511	3,330	5,370	2,321	4,337	9,670	1,757	5,342	3,441	43	897	421	358	19	19	2nd „	
9·42	10·89	6·78	3·72	8·51	6·39	1·92	8·75	9·46	12·85	6·34	18·79	10·93	...	3·78	1st half	66
6·70	10·53	7·05	2·99	3·92	4·79	4·15	7·91	9·45	7·51	6·06	21·56	9·61	19·52	2·26	2nd „	
29·34	11·37	21·74	22·38	28·78	16·06	10·62	33·31	21·05	23·76	11·89	25·58	16·57	...	11·53	1st half	67
25·82	11·93	21·34	10·89	19·54	15·67	19·56	34·21	19·48	20 78	12·75	29·89	15·25	24·42	6·83	2nd „	
27·45	...	39·82	...	21·23	43·04	7·47	...	...	13·81	11·08	...	7·20	...		1st half	68
23·74	...	46·49	...	18·71	36·19	14·11	...	...	10·57	11·71	...	3·70	60·13	45·40	2nd „	
58·18	44·59	57·40	51·91	53·48	47·96	25·52	64·64	50·66	76·95	42·87	36·69	66·81	...	35·37	1st half	69
50·82	39·42	46·02	45·74	46·88	44·45	24·44	61·24	44·96	70·25	34·15	43·19	69·98	128·81		2nd „	
50·66	35·83	20·63	12·28	8·96	31·63	2·87	23·85	35·56	92·78	7·20	12·14	15·85	...	28·22	1st half	70
38·55	34·79	19·30	9·71	9·87	32·73	10·25	18·72	33·29	66·88	6·03	14·23	7·57	29·67	33·64	2nd „	
3,193	14,574	9,705	3,356	4,514	29,668	3,025	24,495	13,136	414	1,217	190	576	...	124	1st half	71
2,988	13,360	9,716	3,026	4,359	28,942	2,674	23,985	11,615	381	1,036	225	585	81	111	2nd „	
3,772	212,666	102,264	34,132	49,009	317,040	64,059	197,136	149,637	3,323	12,437	3,573	4,601	...	664	1st half	72
3,462	219,512	121,399	35,885	53,915	336,068	60,750	205,288	150,426	3,486	13,272	3,686	4,731	627	755	2nd „	
1,965	227,240	111,969	37,488	53,523	346,708	67,084	221,631	162,773	3,737	13,654	3,763	5,177	...	788	1st half	73
7,450	232,872	131,115	38,911	58,274	365,010	63,424	229,273	162,041	3,867	14,308	3,911	5,316	708	866	2nd „	
16·51	13·87	13·97	10·99	16·72	15·05	12·26	18·52	13·46	25·96	19·26	4·44	6·42	...	11·36	1st half	74
10·79	12·39	11·74	8·83	13·23	13·76	11·52	16·93	11·68	20·49	15·29	5·18	6·75	31·58	8·32	2nd „	
18·73	202·44	147·20	111·81	181·53	160·86	259·49	149·04	153·36	208·37	196·80	83·44	51·29	...	60·79	1st half	75
24·45	203·61	146·77	120·90	163·59	159·78	261·81	144·91	151·30	187·38	196·00	84·67	54·52	243·33	56·61	2nd „	
35·24	216·31	161·17	122·80	198·25	175·91	271·75	167·56	166·82	234·33	216·06	87·88	57·71	...	72·15	1st half	76
35·24	216·00	158·51	129·73	176·82	173·54	273·33	161·84	162·98	207·87	211·29	89·85	61·27	91	64·93	2nd „	
1·54	1·77	1·42	1·49	1·68	1·17	1·38	1·33	1·26	2·14	1·44	2·49	1·19	...	0·70	1st half	77
1·22	1·99	1·28	1·20	1·13	1·25	1·46	1·27	1·49	2·13	1·43	2·57	1·49	1·56	0·76	2nd „	
14·56	16·93	15·68	19·79	16·21	12·76	17·38	14·61	14·85	22·82	9·35	47·31	27·79	...	9·54	1st half	78
14·88	19·13	14·94	16·47	12·58	13·92	18·65	14·49	18·06	20·59	9·59	47·50	30·25	7·59	11·43	2nd „	
1·16	1·52	1·16	1·01	1·19	0·95	1·32	0·80	1·11	1·00	0·88	7·10	2·07	...	0·71	1st half	79
1·36	1·94	1·23	0·96	1·02	1·11	1·50	0·83	1·52	1·26	1·09	6·41	2·27	0·56	1·08	2nd „	
7·81	16·78	22·32	22·81	15·83	8·57	17·59	22·82	14·96	6·57	10·51	98·64	60·88	...	11·39	1st half	80
1·20	18·55	25·05	22·56	12·78	9·45	16·99	28·47	19·30	9·24	14·75	84·67	146·08	13·91	12·61	2nd „	
2·60	1·92	1·82	1·66	1·47	1·55	1·19	2·00	1·38	2·71	2·01	2·76	0·14	...	2·30	1st half	81
1·47	1·28	1·43	1·44	1·32	1·20	1·09	1·82	0·81	1·65	1·36	3·53	*—0·10*	7·27	1·42	2nd „	
7·04	*—0·28*	*—5·25*	*—11·95*	*—6·52*	*—5·10*	*—6·56*	*—4·24*	*—2·91*	3·52	*—2·00*	71·90	*—10·00*	...	*—2·26*	1st half	82
6·58	*—3·18*	*—4·42*	*—10·44*	*—6·17*	*—8·39*	*—5·47*	*—5·69*	*—6·29*	*—5·18*	*—2·49*	80·62	*—15·03*	*—12·73*	*—7·33*	2nd „	
2·48	*—2·15*	1·67	6·81	*—0·54*	*—2·16*	4·24	2·18	1·00	2·71	*—0·98*	58·08	*—14·32*	...	1·04	1st half	83
0·28	*—3·89*	3·24	7·27	3·71	*—3·40*	8·00	4·73	*—3·40*	1·83	*—0·98*	62·46	*—18·32*	*—12·52*	*—5·36*	2nd „	
3·37	...	7·07	...	*—0·40*	19·59	*—2·51*	...	*—12·88*	*—2·27*	...	*—21·89*	...			1st half	84
0·09	...	10·60	...	0·93	13·29	*—4·83*	...	*—12·98*	*—2·59*	...	*—27·03*	49·22	35·46		2nd „	
2·46	22·53	25·41	34·20	17·90	18·98	18·76	27·50	18·89	21·79	14·59	45·16	8·38	...	23·32	1st half	85
5·24	15·48	19·61	32·47	17·05	15·55	16·55	25·38	12·06	20·16	10·29	59·58	5·81	26·28		2nd „	
9·61	18·22	35·92	20·31	26·41	41·15	44·14	9·07	30·02	109·81	30·17	53·56	*—2·70*	...	32·05	1st half	86
6·80	14·45	32·91	16·90	38·43	35·34	53·80	9·50	24·15	69·68	18·77	68·60	*—18·45*	17·62	37·47	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*concld.* COST OF WORKING AND PROFITS—*concld.*												
	Average profit on working a coaching unit one mile—												
87	Per passenger unit . . *Pies*	1st half	1·52	1·45	0·89	1·63	1·13	1·05	1·55	1·09	1·33	0·94	1·30
		2nd „	1·41	1·04	0·90	1·46	0·60	0·70	1·61	1·16	0·89	0·65	1·12
88	Other traffic per ton . . „	1st half	32·16	18·85	—2·94	23·30	20·82	23·60	20·29	23·15	26·66	13·39	39·58
		2nd „	29·44	12·32	3·99	23·29	16·87	20·08	17·83	25·13	25·77	15·64	36·84
	GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— (*In thousands.*)												
89	Receipts from goods traffic . *Rs.*	1st half	1,04,95	93,94	34,92	2,90,88	2,90,31	65,92	20,21	2,49,15	42,54	11,65	53,93
		2nd „	77,61	58,57	63,27	2,62,05	1,83,30	61,41	18,14	2,72,58	46,50	15,02	37,95
90	Goods train-miles run . . *No.*	1st half	2,000	967	709	5,515	5,164	1,380	407	4,992	991	502	1,388
		2nd „	1,785	745	887	5,184	4,094	1,386	359	5,195	1,123	536	1,198
91	Average goods receipts per train-mile . . . . *Rs.*	1st half	5·25	9·71	4·93	5·27	5·62	4·78	4·97	4·99	4·29	2·32	3·89
		2nd „	4·35	7·86	7·56	5·06	4·48	4·43	5·06	5·25	4·14	2·81	3·17
	UNITS AND UNIT-MILEAGE. (*In thousands.*)												
92	Tons of goods carried one *Ton-* mile . . . . . *miles.*	1st half	437,545	321,659	108,744	1,470,685	949,300	191,301	65,181	1,062,818	163,991	45,817	185,432
		2nd „	335,366	182,462	155,563	1,355,831	606,735	177,728	60,059	1,208,177	175,355	54,909	135,337
93	Average sum received for carrying a ton one mile . *Pies*	1st half	4·61	5·61	6·16	3·80	5·87	6·62	5·95	4·50	4·98	4·83	5·58
		2nd „	4·44	6·16	7·81	3·71	5·80	6·63	5·80	4·33	5·09	5·25	5·38
94	Average number of tons in a train . . . . . *Tons*	1st half	218·76	332·60	153·42	266·66	183·82	138·59	121·58	212·89	165·56	91·36	133·63
		2nd „	187·88	245·00	185·94	261·58	148·18	128·27	132·74	232·55	156·20	102·53	112·95
	VEHICLES AND VEHICLE-MILEAGE.— Number of goods vehicles hauled one mile— (*In thousands.*)												
95	Loaded . . . *Vehicle-miles*	1st half	38,207	30,181	16,971	134,693	97,230	24,801	5,517	95,979	22,742	7,063	31,431
		2nd „	33,769	21,345	20,970	123,429	75,542	23,744	4,989	111,314	21,217	8,522	24,110
96	Empty . . „	1st half	15,064	9,075	4,417	62,766	30,467	7,939	2,976	25,778	5,385	2,586	11,712
		2nd „	12,904	5,912	8,162	62,892	20,620	7,266	2,745	35,293	8,565	2,753	10,998
97	Brake-vans . . . „	1st half	3,208	997	746	5,907	2,792	2,265	717	4,891	749	558	1,684
		2nd „	2,539	815	843	5,583	7,505	2,243	675	5,175	844	662	1,783
98	Total . . . . „	1st half	56,479	40,253	22,134	203,366	137,489	35,005	9,210	126,648	28,876	10,207	44,827
		2nd „	49,212	28,072	29,975	191,904	103,667	33,253	8,409	151,782	30,626	11,937	36,891
	Average number of vehicles in a goods train—												
99	Freight vehicles . . . *No.*	1st half	26·63	40·59	30·18	35·80	24·73	23·72	15·84	24·39	28·40	19·24	31·09
		2nd „	26·15	36·60	34·82	35·94	23·49	22·38	71·10	28·22	26·53	21·05	29·30
100	Brake-vans . . . . . „	1st half	1·60	1·03	1·05	1·07	1·89	1·64	1·34	0·98	0·75	1·11	1·21
		2nd „	1·42	1·09	1·01	1·08	1·83	1·62	1·49	1·00	0·75	1·24	1·49
101	Total . . . . . „	1st half	28·23	41·62	31·23	36·87	26·62	25·36	17·18	25·37	29·15	20·35	32·30
		2nd „	27·57	37·69	35·83	37·02	25·32	24·01	18·59	29·22	27·28	22·29	30·79
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	37·83	45·94	30·30	28·28	43·65	38·66	45·69	39·29	29·04	23·19	24·00
		2nd „	31·93	41·26	41·70	27·00	36·60	38·02	45·05	35·70	29·97	25·58	20·76
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	870,416	545,685	300,492	2,983,780	1,843,172	471,941	135,185	1,945,630	364,169	91,560	433,748
		2nd „	784,394	378,900	413,774	2,863,645	1,403,036	451,063	124,165	2,407,652	405,220	109,182	352,691
104	Percentage of freight upon capacity hauled . . . *Per cent.*	1st half	50·27	58·95	36·19	49·29	51·50	40·53	48·22	54·63	45·03	50·04	42·75
		2nd „	42·75	48·16	37·60	47·35	43·24	39·40	48·37	50·18	43·27	50·29	38·87
105	Average load of a goods vehicle (including both loaded and empty) per mile . . *Tons*	1st half	8·21	8·19	5·08	7·45	7·43	5·84	7·67	8·73	5·83	4·75	4·30
		2nd „	7·19	6·69	5·34	7·28	6·31	5·73	7·77	8·24	5·89	4·87	3·85
106	Average load of a loaded goods vehicle per mile . „	1st half	11·45	10·66	6·41	10·92	9·76	7·71	11·82	11·07	7·21	6·49	5·90
		2nd „	9·93	8·55	7·42	10·99	8·03	7·49	12·04	10 85	8·26	6·44	5 61
	WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all goods trains— (*In thousands.*)												
107	Freight . . . . *Tons*	1st half	437,545	321,659	108,744	1,470,685	949,300	191,301	65,181	1,062,818	163,991	45,817	185,432
		2nd „	335,366	182,462	155,563	1,355,881	606,735	177,728	60,059	1,208,177	175,355	54,909	135,337
108	Dead weight . . . . „	1st half	554,657	341,948	222,969	1,903,812	1,432,013	250,310	99,506	1,304,635	277,189	67,625	230,457
		2nd „	489,468	249,347	297,324	1,802,728	1,093,853	352,234	90,622	1,500,231	305,148	79,169	190,910
109	Total . . . . . „	1st half	992,202	663,607	331,713	3,374,497	2,381,313	541,611	164,687	2,367,473	441,180	113,442	415,889
		2nd „	824,834	431,809	452 837	3,158,609	1,700,588	529,962	150,681	2,708,408	480,503	134,078	326,247

IX 18—*continued.*

stem during each half-year of 1907—contd.

not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge.	
13 to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	(*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
nav-gar-ndal-una-l-Por-ndar.	Burma.	Eastern Bengal.	Hyder-abad-Goda-vari Valley.	Jodh-pur-Bikaner.	Raj-putana-Malwa.	Rohil-khand and Ku-maon.	South Indian.	South-ern Mah-ratta.	Udaipur -Chitor.	Jubbul-pore-Gondia extension.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhan-tari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26		28	29	30	31
1·77	1·64	1·50	1·15	0·96	1·16	1·04	1·27	1·13	1·18	1·19	5·75	0·29	...	2·36	1st half	87
1·55	1·23	1·43	1·21	1·10	0·99	0·97	1·25	0·73	0·88	0·99	8·76	0·08	2·77	1·97	2nd „	
10·32	19·99	26·77	21·06	25·60	23·11	41·45	15·83	29·67	29·16	32·15	109·14	−7·58	...	32·82	1st half	88
6·60	15·78	22·17	19·38	27·53	19·61	47·90	21·07	25·36	24·49	28·18	119·24	−93·88	29 39	31·00	2nd „	
7,17	52,95	24,76	13,81	12,16	95,28	8,13	32,76	45,82	65	2,93	2,11	74	...	27	1st half	89
3,91	38,39	24,75	5,92	8,54	78,40	5,93	31,89	38,82	34	2,85	2,12	83	24	26	2nd „	
162	1,666	663	338	373	2,459	2,46	1,102	1,492	11	1,56	64	119	...	19	1st half	90
115	1,606	670	211	300	2,088	2,39	1,156	1,439	9	1,75	65	112	8	18	2nd „	
4·43	3·18	3·71	4·08	3·26	3·87	3·30	2·97	3·07	5·84	1·87	3·27	0·62	...	1·46	1st half	91
3·41	2·39	3·70	2·80	2·84	3·75	2·48	2·76	2·70	3·93	1·63	3·27	0·74	3·03	1·44	2nd „	
,574	146,842	79,484	28,906	35,797	315,744	24,769	86,679	135,581	705	9,175	1,063	1,618	...	577	1st half	92
,977	124,066	71,398	13,220	24,393	286,958	18,486	89,173	119,970	415	12,890	1,220	1,818	332	642	2nd „	
0·14	6·92	5·98	9·18	6·52	5·79	6·30	7·26	6·49	17·18	6·13	38·11	8·80	...	9·06	1st half	93
9·40	5·94	6·64	8·59	6·72	5·25	6·16	6·87	6·21	15·94	4·24	33·42	8·75	13·77	7·78	2nd „	
3·94	88·14	118 98	55·91	95·90	128·39	100·60	78·64	90·85	63·82	58·67	16·49	13·61	...	30·98	1st half	94
9·67	77·23	106·59	32·70	81·18	137 41	77 38	77·14	83 38	47·46	73 82	18·79	16·25	42·27	35·46	2nd „	
,310	27,251	13,644	4,352	5,603	59,550	3,576	17,843	25,993	199	2,270	287	740	...	186	1st half	95
,035	24,097	16,827	2,450	4,683	48,940	3,281	17,762	23,718	127	2,405	312	925	87	151	2nd „	
,088	11,377	2,421	1,751	2,629	20,168	1,848	5,659	6,495	88	1,287	174	260	...	79	1st half	96
,016	10,329	4,359	825	2,161	17,002	1,784	5,465	6,446	76	1,459	100	304	40	94	2nd „	
113	2,317	783	744	95	2,616	314	1,693	1,965	...	100	...	173	...	24	1st half	97
58	2,266	743	474	49	1,987	344	1,645	1,982	...	137	...	167	3	26	2nd „	
,511	40,945	16,848	6,847	8,327	82,334	5,738	25,195	34,453	287	3,657	461	1,173	...	289	1st half	98
,109	36,692	21,929	3,749	6,893	67,929	5,409	24,872	32,146	203	4,001	412	1,396	130	271	2nd „	
7·19	23·19	24·05	11·81	22·05	32·42	22·03	21·32	21·77	26·06	22·74	7·16	8·42	...	14·24	1st half	99
3 64	21·43	31·63	8·10	22·78	31·58	21·21	20·09	20·96	23 23	22·13	6·35	10·99	16·24	13·55	2nd „	
0·71	1·39	1·17	1·44	0·26	1·06	1·28	1·54	1·32	...	0·64	...	1·45	...	1·28	1st half	100
0·51	1·41	1·11	1·17	0·16	0 95	1·44	1·42	1·38	...	0·78	...	1·49	0·37	1·44	2nd „	
7·90	24·58	25·22	13·25	22·31	33·43	23·31	22·86	23·09	26·06	23·38	7·16	9·87	...	15·52	1st half	101
7·15	22·84	32·74	9·27	22·94	32·[illegible]	22 65	21·51	22·34	23 23	22·91	6·35	12·48	16 61	14 99	2nd „	
1·30	26·32	28·22	43·45	28·36	22·95	28·78	26·76	27·08	43·06	15·80	87·76	14·24	...	19·69	1st half	102
1·58	21·41	22·43	34·68	23 95	22 83	22·48	26·36	24·71	32 49	14·15	98 91	12 94	35 84	20 36	2nd „	
471	324,439	136,799	66,160	78,621	704,312	62,074	176,670	241,776	2,449	28,940	3,570	4,472	...	1,930	1st half	103
549	290,164	180,948	24,642	67,161	584,563	51,037	174,776	226,783	1,657	31,396	3,189	5,508	1,106	1,786	2nd „	
1·56	45·26	58·10	43·69	45·53	44·83	39·90	49·06	56·08	28·76	31·70	29·77	36·18	...	29·87	1st half	104
1·87	42·76	37·59	38·16	36·32	49 09	36·22	51·02	52·90	25 03	41·06	38 24	33·03	30·05	35 95	2nd „	
3·09	3·80	4·95	6 74	4·35	3·96	4·57	3·69	4·17	2·44	2·58	2·30	1·62	...	2·17	1st half	105
3·61	3·60	3·37	4·04	3 56	4 35	3·65	3·84	3·98	2·04	3 34	2·96	1·48	2·60	2·62	2nd „	
5·10	5·39	5·83	6·64	6·39	5·30	6·93	4·86	5·22	3·53	4·04	3·70	2·18	...	3·09	1st half	106
5·22	5·15	4·24	5·40	5·21	5·86	5·63	5 02	5·06	3·27	5·36	3·91	1·97	3·80	4·25	2nd „	
174	146,842	79,484	28,906	35,797	315,744	24,769	86,679	135,581	704	9,175	1,063	1,618	...	576	1st half	107
177	124,066	71,398	13,220	24,393	286,958	18,486	89,173	119,970	415	12,890	1,219	1,818	332	642	2nd „	
265	246,102	103,496	44,879	45,469	379,036	33,913	152,147	187,800	1,529	20,821	4,017	5,049	...	1,255	1st half	108
297	225,454	124,867	25,361	37,285	317,335	33,741	153,730	178,294	1,117	22,758	3,894	5,146	847	1,187	2nd „	
739	392,944	182,980	73,785	81,266	694,780	58,682	238,826	323,381	2,233	29,996	5,080	6,667	...	1,831	1st half	109
774	349,520	196,265	38,581	61,678	604,293	52,227	242,903	298,264	1,532	35,648	5,113	6,964	1,179	1,829	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) &(*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	GOODS TRAFFIC—*concld.*												
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*												
	Average weight of a goods train—												
110	Freight . . . . *Tons*	1st half	218·76	332·60	153·42	266·66	183·82	138·59	121·58	212·89	165·56	91·36	133·63
		2nd „	187·88	245·00	185·94	261·58	148·18	128·27	132·74	232·55	156·20	102·53	112·95
111	Dead weight . . . . „	1st half	277·32	353·58	314·58	345·19	277·29	253·79	185·60	261·34	279·83	134·84	166·08
		2nd „	274·20	334·82	355·39	347·78	237·15	254·22	216·81	288·76	271·82	147·83	159·33
112	Total . . . . „	1st half	496·08	686·18	468·00	611·85	461·11	392·38	307·18	474·23	445·39	226·20	299·71
		2nd „	462·08	579·82	541·33	609·36	415·33	382·49	349·55	521·31	428·02	250·36	272·28
	COST OF WORKING AND PROFIT.												
113	Average cost of hauling a goods train one mile . *Rs.*	1st half	2·33	3·47	3·69	2·10	2·39	3·24	1·65	2·60	2·63	2·45	1·51
		2nd „	2·43	3·83	3·76	2·15	2·59	3·34	1·61	2·61	2·96	2·44	1·48
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies.*	1st half	16·77	16·40	23·45	11·27	18·53	26·21	15·13	20·43	17·76	24·47	9·32
		2nd „	17·85	20·11	20·75	11·49	21·18	28·66	14·37	17·75	21·43	22·29	9·67
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	2·04	2·00	4·61	1·51	2·50	4·49	1·97	2·34	3·05	5·15	2·17
		2nd „	2·48	3·00	3·88	1·58	3·36	5·00	1·85	2·15	3·64	4·58	2·51
115 A	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . . „	1st half	4·17	3·62	7·51	2·87	4·23	8·04	4·50	4·28	5·63	10·16	4·27
		2nd „	5·29	5·81	6·15	3·05	5·77	8·78	4·57	3·93	6·29	8·96	5·23
116	Average profit on working a goods train one mile . *Rs.*	1st half	2·92	6·24	1·24	3·17	3·23	1·54	3·32	2·39	1·66	*—0·13*	2·38
		2nd „	1·92	4·03	3·80	2·91	1·89	1·09	3·45	2·64	1·18	0·37	1·69
117	Average profit on working a goods vehicle with its load one mile . . . *Pies*	1st half	21·06	29·54	6·85	17·01	25·07	12·45	30·56	18·86	11·28	*—1·28*	14·68
		2nd „	14·08	21·15	20·95	15 51	15·42	9·36	30 68	17·95	8·54	3·29	11·09
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	2·57	3·61	1·55	2·29	3·37	2·13	3·98	2·16	1·93	*—0·27*	3·41
		2nd „	1·96	3·16	3·93	2·13	2·44	1·63	3·95	2·18	1·45	0·67	2·87
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.												
	Percentage on Total Earnings—												
119	Coaching traffic . *Per cent.*	1st half	28·33	31·01	42·74	32·51	26·63	39·59	22·06	31·21	47·73	44·32	39·86
		2nd „	34·59	40·20	30·27	31·92	34·03	39·54	23·59	31 30	42·38	34·55	45·34
120	Goods traffic . . . . „	1st half	68·58	67·86	50·59	66·01	72·39	57·74	73·53	67·09	44·33	49·68	52·18
		2nd „	62·07	57·95	66·47	65·97	64·49	57·71	71·09	67·60	51·75	59·05	46·91
121	Sundries, including telegraph . . . . . „	1st half	2·71	1·13	6·67	1·14	0·98	2·67	4·41	1·70	7·94	5·78	1·76
		2nd „	3·01	1·85	3·26	1·78	1·48	2·75	5·32	1·10	5·87	6·14	1·77
122	Steam-boat earnings . . „	1st half	0·38	...	...	0·34	...	...	...	...	...	0·22	6·20
		2nd „	0·33	...	...	0·33	...	...	...	...	...	0·26	5·98
	Total . . . „	1st half	100·00	100·00	100·00	100·00	10·000	100·00	10·000	100·00	100·00	100·00	100·00
		2nd „	100·00	100·00	100·00	100·00	10·000	100·00	100·00	100·00	100·00	100·00	100·00
	Percentage of Working Expenses on Total Earnings—												
123	Maintenance . . . *Per cent.*	1st half	7·69	6·92	22·75	9·19	8·62	18·41	10·10	16·59	12·44	27·72	12·41
		2nd „	10·85	11·29	18·89	9·31	10·98	26·38	7·48	12·09	17·60	26·24	14·33
124	Locomotive expenses . „	1st half	15·62	14·85	15·14	11·03	20·87	20·96	10·09	21·10	25·05	22·66	9·83
		2nd „	17·83	18·49	12·22	12·27	27·38	22·88	10·73	20·27	30·64	20·94	12·90
125	Carriage and wagon expenses . . . . . „	1st half	4·48	4·24	5·89	3·33	3·74	8·15	2·66	3·06	4·09	7·40	2·60
		2nd „	5·18	7·70	3·34	3·86	6·86	5·43	3·32	5·21	3·57	4·92	3·26
126	Traffic expenses . . „	1st half	7·87	6·17	18·67	8·74	7·05	7·72	5·22	7·79	9·78	12·99	6·20
		2nd „	9·28	7·93	14·48	10·23	9·89	9·06	5·57	8·21	10·77	13·36	8·13
127	General charges . . „	1st half	4·45	3·35	5·65	3·38	3·14	4·91	4·62	2·98	4·22	12·30	3·97
		2nd „	5·90	4·42	4·57	3·95	4·58	5·76	5·11	2·78	4·46	11·29	5·16
128	Miscellaneous expenses . „	1st half	2·71	1·71	3·11	2·33	2·20	2·38	1·69	1·53	2·45	6·23	2·52
		2nd „	3·32	2·63	3·50	2·12	3·61	2·51	1·83	1·38	2·59	6·84	1·47
129	Steam-boat expenses . „	1st half	1·16	...	...	0·22	...	...	...	0·02	...	0·86	2·59
		2nd „	1·21	...	...	0·33	...	...	...	0·01	...	0·31	3·53
130	TOTAL WORKING EXPENSES „	1st half	43·98	37·24	71·21	38·12	45·62	62·53	34·38	53·07	58·03	90·16	40·12
		2nd „	53·57	52·46	57·00	42·07	63·30	72·02	34·04	49·95	69·63	83·90	48·78

DIX 18—*continued.*

***system during each half-year of 1907*—contd.**

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Ser num
Bhavnagar-Gondal-Junagad-Porbandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	3
83·94	88·14	118·98	55·91	95·90	128·39	110·60	78·64	90·85	63·82	58·67	16·49	13·61	...	30·98	1st half	110
69·66	77 23	106·59	32·70	81·18	137·41	77·38	77·14	83 38	47·46	73·82	18·79	16·25	42·27	35·46	2nd ,,	
130·25	147·72	154·93	86·81	121·80	154·13	137·74	138·03	125·84	138·46	133·14	62·32	42·48	...	67·41	1st half	111
128·36	140·34	186·42	83·46	124·09	151·95	141·24	132 98	123·91	127·85	130·34	60 00	46·00	107·70	65·57	2nd ,,	
214·19	235·86	273·91	142·72	217·70	282·52	248·34	216·67	216·69	202·28	191·81	78·81	56·09	...	98·39	1st half	112
198·02	217·57	293·01	116·16	205·27	289·36	218·62	210·12	207·29	175·31	204·16	78·79	62·25	149·97	101·03	2nd ,,	
2·00	1·93	2·41	1·74	1·85	1·88	1·21	1·72	1·64	1·85	1·28	2·23	1·15	...	0·95	1st half	113
1·79	2·00	2·36	1·21	1·32	2·08	1·17	1·65	1·89	1·80	1·38	2·25	1·52	0·85	1·19	2nd ,,	
14·12	15·95	19·21	18·47	16·10	11·13	10·54	15·47	14·45	13·63	10·80	5·90	26·33	...	12·80	1st half	114
12·89	17·93	14·35	14·93	11·09	12·64	10·55	15·78	17·35	14·88	11·97	68·07	26·53	10·04	16·84	2nd ,,	
4·57	4·19	3·88	3·90	3·70	2·81	2·31	4·20	3·46	5·57	4·19	26·01	16·28	...	5·89	1st half	115
4·93	4·98	4·25	3·70	3·11	2·91	2·89	4·11	4·36	7·29	3 59	23·01	17·94	3·86	6·44	2nd ,,	
8·75	7·11	6·78	6·87	5·46	4·44	4·18	7·41	6·65	19·71	8 94	71·72	30·68	...	14·14	1st half	115 A.
10·08	8·61	7·31	8·61	5·37	4·60	5·37	7·24	7·89	31·30	7·14	62·47	30·85	11·80	13·63	2nd ,,	
2·43	1·25	1·30	2·34	1·41	1·99	2·09	1·25	1·43	3·99	0·59	1·04	—0·53	...	0 51	1st half	116
1·62	0·39	1·34	1·59	1·52	1·67	1 31	1·11	0·81	2·13	0·25	1·02	—0·78	2·18	0·25	2nd ,,	
17·18	10·37	9·01	24·98	12·26	11·82	18·24	11·29	12·63	29·43	5·00	27·86	—12·09	...	6·89	1st half	117
11·69	3·48	8·08	19·75	12·86	10·19	11·89	10·58	7·36	17·61	2·18	30·84	—13·59	25·80	3·52	2nd ,,	
5·57	2·73	2·10	5·28	2·82	2·93	3·99	3·06	3·03	12·01	1·94	12·11	—7·48	...	3·17	1st half	118
4·47	0·96	2·39	4·89	3 61	2·34	3·27	2·76	1·85	8·65	0·65	19·42	—9·19	9·91	1·34	2nd ,,	
51·23	41·63	43·41	30·71	40·26	35·31	41·42	56·54	35·44	53·69	42·33	51·05	60·98	...	53·56	1st half	119
63·41	47·10	42·35	47·22	47·04	38·87	47·80	57·02	36·45	66·30	39·15	54·74	58 50	42·07	52·29	2nd ,,	
45·86	56·91	47·76	67·30	57·66	62·82	53·15	42·07	63·11	44·72	56·27	47·88	37·95	...	44·49	1st half	120
33·23	51·31	46·74	49·20	49·66	59·08	48·00	41·58	61·80	32·36	59·06	43·73	40·20	44·04	46·82	2nd ,,	
2·91	1·12	0·96	1·99	2·08	1·87	5·43	1·39	1·45	1·59	1·40	1·07	1·07	...	1·95	1st half	121
3·36	1 27	1 27	3 58	3·30	2·05	4·20	1·40	1·75	1·34	1·79	1·53	1 30	13·89	0·89	2nd ,,	
...	0·34	7·87	...	...	...	...	...	...	...	...	...	...	...	...	1st half	122
...	0·32	9·61	...	...	...	...	...	...	...	...	...	...	...	...	2nd ,,	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	...	100·00	1st half	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	2nd ,,	
14·23	15·36	15·94	20·33	24·39	9 70	8·32	13·59	11·84	11·36	14·35	14·38	35·19	...	5·19	1st half	123
11·16	17·33	13·46	5·13	8·50	12·20	9 97	12·03	18·51	19·05	17·50	15 41	52·22	4·16	18·65	2nd ,,	
9·30	18·09	12·28	9·64	16·96	18·35	14·10	16·15	18·64	12·46	19·12	20·09	40·69	...	18·60	1st half	124
14·51	26·06	15·11	14·64	20·69	20·27	17·18	17·20	23 93	14·23	25·10	21·23	38 84	2·91	21·95	2nd ,,	
1·99	5·71	4·31	1·37	2·80	5·16	4·80	3·90	6·17	1·92	2·00	4·38	5·98	...	2·90	1st half	125
3·57	8·42	4·50	2·39	3·40	5·48	4·78	4·59	7·63	2·88	4·29	2·77	11·89	1·46	2·39	2nd ,,	
7·27	8·39	10·88	5·84	5·72	8·08	7·47	7·21	7·59	7·12	11·26	7·90	25·01	...	7·88	1st half	126
8·48	11·58	10·87	10·66	6 96	9·16	10·19	8·06	8·89	9·37	13·48	7·20	27·67	1·30	7·18	2nd ,,	
6·86	5·94	4·96	6·70	3·38	4·33	6·34	6·06	6·57	5·30	8·24	6·46	14·44	...	7·03	1st half	127
9·98	7·63	4·79	11·71	4·38	5·23	7·93	6·37	7·78	6·33	8·83	6·55	12·25	5·71	7·12	2nd ,,	
3·04	2·05	2·56	1·25	2·48	1·32	1·14	1·38	1·25	1·30	1·80	4·75	4·46	...	0·57	1st half	128
1·84	1·07	2·42	1·60	2·12	1·58	0·67	1·54	1·98	1·70	1·68	1·49	3·84	4·24	0·46	2nd ,,	
...	0·90	6·66	...	...	...	...	...	...	...	...	...	3·51	...	...	1st half	129
...	1·85	6·92	...	...	...	...	...	...	...	...	...	3·22	...	...	2nd ,,	
12·69	56·44	57·59	45·13	55·73	46·94	42·17	48·29	52·06	39·46	56·77	57·96	129·28	...	42·17	1st half	130
49·54	73·94	58·07	46·13	46·05	53·92	50·72	49·79	68·72	53·56	70·88	54·65	149·93	19·78	57·75	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*e*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER MILE OF LINE MAINTAINED.								TABLE A.—MAINTENANCE OF WAY.				
131*a*	General superintendence (including office expenses) . . *Rs.*	1st half	165·69	171·24	337·42	237·81	167·09	188·80	153·63	154·97	148·47	145·78	98·81
		2nd ,,	172·10	172·00	372·18	238·05	168·90	195·43	150 66	152·34	147·53	148·17	98·53
132*a*	Maintenance and renewal of permanent-way . . . . ,,	1st half	226·54	657·71	1,615·80	801·02	541·32	653·55	39·622	810·19	486·10	448·97	427·27
		2nd ,,	365·25	735·39	2,001·72	705·01	536·42	832·09	244 49	550 44	410·90	499·72	265·74
133*a*	Repairs of bridges, &c. . . . ,,	1st half	143·07	156·02	584·33	133·32	258·52	301·54	139·54	86·46	65·33	132·17	124·92
		2nd ,,	65·67	157·13	414·97	106·40	175·80	343·19	40·18	113 96	358·97	99·58	186 37
134*a*	Conservancy of rivers . . ,,	1st half	...	...	...	...	...	...	...	15·56	6·21	...	0·87
		2nd ,,	...	...	0·95	...	...	...	...	31·50	7·68	...	0·05
135*a*	Repairs of stations and buildings,,	1st half	93·29	120·43	420·04	325·17	171·81	139·02	34·87	212·09	110·50	82·61	41·08
		2nd ,,	94·90	126·43	521·65	297·11	147·32	185·53	37·74	178·62	117·13	79·75	37·07
136*a*	Other charges (net) . . ,,	1st half	55·29	48·86	185·00	159·00	89·50	205·25	67·39	237·34	89·17	34·15	29·88
		2nd ,,	85·88	44·56	232·65	151·34	82·55	384·46	71·31	128·47	157·82	38·87	52·12
137*a*	Total maintenance, &c. . . ,,	1st half	683·88	1,154·26	3,142·59	1,656·32	1,228·24	1488·16	791·65	1,516·61	905·78	843·68	722·83
		2nd ,,	783·80	1,235·51	3,544·12	1,497·91	1,110·99	1940·70	544·38	1,155·33	1200·03	866 09	639·88
	PER MILE OF TRACK, INCLUDING SIDINGS.												
131*b*	General superintendence (including office expenses) . . *Rs.*	1st half	133·99	114·40	205·06	151·75	118·98	155·65	136·54	120·00	128·79	128·83	84·66
		2nd ,,	139·62	117·85	222·03	150·88	119·74	161·16	133·81	114·14	127·91	130·77	84·18
132*b*	Maintenance and renewal of permanent-way . . . . ,,	1st half	183·20	439·37	981·96	511·14	385·47	538·80	352·15	627·42	421·67	396·75	366·06
		2nd ,,	296·32	503·86	1,194·17	446·84	380·29	686 17	217·14	412·42	356 25	441·04	227·05
133*b*	Repairs of bridges, &c. . . . ,,	1st half	115·70	104·22	355·11	85·08	184·08	248·60	124·01	66·96	56·67	116·81	107·62
		2nd ,,	53·28	107 66	247·56	67·44	124·64	283·01	35·68	85·39	311·22	87·90	159·23
134*b*	Conservancy of rivers . . ,,	1st half	...	...	...	...	...	...	...	12·05	5·38	...	0·75
		2nd ,,	...	...	0·57	...	...	...	...	23·61	6 65	...	0 04
135*b*	Repairs of stations and buildings,,	1st half	75·45	80·45	255·27	207·49	122·35	114·61	31·00	164·25	95·85	73·01	35·20
		2nd ,,	76·99	86·62	311·20	188·32	104·44	152·99	33·52	133·83	101·55	70 39	31·67
136*b*	Other charges (net) . . ,,	1st half	44·71	32·64	112·42	101·46	63·73	169·21	59·88	183·80	77·35	30·16	25·60
		2nd ,,	69·67	30·54	138·79	95·92	58·52	317·04	63·33	96·25	136·83	34·29	44·53
137*b*	Total maintenance, &c. . . ,,	1st half	553·05	771·08	1,909·82	1,056·92	874·61	1,226·87	703·58	1,174·48	785·71	745·56	619·29
		2nd ,,	635·88	846·53	2,114·32	949·40	787·63	1,600·37	483·48	865·64	1,040·41	76·439	546·70
	PER TOTAL TRAIN-MILE.												
131*c*	General superintendence (including office expenses) . . *As.*	1st half	1·39	1·03	1·52	0·95	0·81	1·65	1·48	1·04	1·19	2·08	0·95
		2nd ,,	1·53	1·23	1·51	1·00	0·90	1·63	1·50	1·01	1·16	2 01	0·99
132*c*	Maintenance and renewal of permanent-way . . . . ,,	1st half	1·89	3·95	7·30	3·20	2·62	5·72	3·83	5 43	3·91	6·41	4·10
		2nd ,,	3·24	5·27	8·16	2·95	2·85	6·94	2 43	3·65	3 23	6·78	2·67
133*c*	Repairs of bridges, &c. . . . ,,	1st half	1·20	0·94	2·64	0·53	1·25	2·63	1·35	0·58	0·53	1·89	1·20
		2nd ,,	0·59	1·13	1·69	0·45	0·93	2·86	0 40	0 76	2·82	1 36	1·87
134*c*	Conservancy of rivers . . ,,	1st half	...	...	...	...	...	...	...	0·10	0·05	...	0·01
		2nd ,,	...	...	...	...	...	...	...	0·20	0·06	...	...
135*c*	Repairs of stations and buildings,,	1st half	0·78	0·72	1·90	1·30	0·83	1·21	0·33	1·42	0·89	1·17	0·40
		2nd ,,	0·84	0·91	2·13	1·24	0 78	1·55	0·37	1·18	0·92	1·09	0·37
136*c*	Other charges (net) . . ,,	1st half	0·46	0·30	0·84	0·63	0·43	1·80	0·66	1·59	0·72	0·50	0·28
		2nd ,,	0·76	0·32	0·95	0·63	0·44	3·20	0·71	0 85	1·24	0 52	0·52
137*c*	Total maintenance, &c. . . ,,	1st half	5·72	6·94	14·20	6·61	5·94	13·01	7·65	10·16	7·29	12·05	6·94
		2nd ,,	6·96	8·86	14·44	6·27	5·90	16·18	5·41	7·65	9 43	11·76	6·42
	PER 1,000 GROSS TON-MILES.												
131*d*	General superintendence (including office expenses) . . *Rs.*	1st half	0·21	0·15	0·29	0·12	0·14	0·32	0·25	0·18	0·24	0·63	0·24
		2nd ,,	0·25	0·21	0·26	0·13	0·17	0·33	0·26	0·16	0·24	0·56	0 28
132*d*	Maintenance and renewal of permanent-way . . . . ,,	1st half	0·29	0·55	1·36	0·42	0·44	1·10	0·65	0·94	0·78	1·93	1·03
		2nd ,,	0·54	0·87	1·37	0·39	0·53	1·41	0 42	0·59	0·65	1 90	0·75
	Repairs of bridges, &c. . . ,,	1st half	0 19	0·13	0·49	0·07	0·21	0·51	0·23	0·10	0·11	0·57	0·30
		2nd ,,	0·10	0 19	0·29	0·06	0·17	0·58	0·07	0·12	0·57	0·38	0·52
134*d*	Conservancy of rivers . . ,,	1st half	...	...	...	...	...	...	...	0·02	0·01	...	...
		2nd ,,	...	...	...	...	...	...	...	0 04	0·01	...	...
135*d*	Repairs of stations and buildings,,	1st half	0·12	0·10	0·36	0·17	0·14	0·23	0·05	0·24	0·18	0·35	0 10
		2nd ,,	0·14	0·14	0·36	0·16	0·15	0·31	0·07	0·19	0·19	0·30	0·10
136*d*	Other charges ,,	1st half	0·07	0·04	0·15	0·08	0·07	0·35	0·11	0·28	0·14	0·15	0·07
		2nd ,,	0·12	0·05	0·15	0·08	0 08	0·65	0·12	0·14	0·25	0·15	0·15
137*d*	Total maintenance, &c. . . ,,	1st half	0·88	0·97	2·65	0·86	1·00	2·51	1·29	1·76	1·46	3·63	1·74
		2nd ,,	1·15	1·47	2·43	0·82	1·10	3·28	0·94	1·24	1·91	3·29	1·80

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) and (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
WORKS AND STATIONS.																
53·18	145·74	115·65	138·43	19·69	103·09	79·56	166·82	81·59	43·71	88·14	256·90	113·76	...	7·34	1st half	131*a*
53·39	140·20	118·05	136·67	23·53	103·42	88·95	170·52	81·45	40·19	108·19	224·97	110·34	8·48	7·73	2nd ,,	
401·61	569·47	376·91	842·38	547·84	420·46	175·55	348·03	311·53	170·69	134·42	224·60	181·05	...	40·99	1st half	132*a*
166·81	460·06	266·09	*—79·66*	121·19	437·58	172·08	280·45	377·25	226·85	174·52	287·23	197·22	110·32	133·91	2nd ,,	
6·22	161·14	186·82	7·78	5·27	56·95	60·17	213·99	30·19	6·80	21·77	474·76	75·29	...	5·37	1st half	133*a*
7·96	100·12	162·45	13·55	3 90	120·25	35·24	176·24	88·29	1·43	8·37	514·59	118·76	...	3·16	2nd ,,	
...	0·03	11·59	...	...	...	0·12	...	...	...	...	...	56·33	...	...	1st half	134*a*
...	0·06	*— 0·29*	...	...	...	6·88	...	...	...	...	...	260 86	...	...	2nd ,,	
13·56	116·04	185·11	23·56	18·00	61·72	26·58	53·91	35·92	12·78	46·78	58·90	49·01	...	2·60	1st half	135*a*
38·78	108·44	222·74	32·91	9·72	77·37	47·48	65·39	67·96	13·42	9 73	97·09	51·68	...	13·61	2nd ,,	
23·67	73·84	132·35	54·73	26·67	65·45	22·33	*—7·22*	38·52	9·52	7·43	50·43	45·66	...	*—0·65*	1st half	136*a*
27·01	105·32	102 21	60·29	16·97	33·38	31·66	*—16·10*	57·09	18·64	36·68	134·76	76·07	2·76	23·59	2nd ,,	
498·24	1,066·26	1,008·43	1,066·88	617·47	707·67	364·31	775·53	497·75	243·50	298·54	1,065·59	521·10	...	55·65	1st half	137*a*
293·95	914·20	871·25	157·76	175·31	772·00	382·29	676·50	672·04	300·53	337·49	1,258·64	814 93	121·56	182·00	2nd ,,	
48·30	123·68	98·00	124·52	18·66	88·01	69·14	147·48	73·46	40·92	81·31	233·63	103·23	...	6·92	1st half	131*b*
48·46	118·24	99·76	117·53	22·27	87·86	76·99	150·63	73·25	37·62	99·80	204·34	100·08	7 79	7·28	2nd ,	
364·79	483·28	319·41	757·70	519·10	358·94	152·54	307·69	280·49	159·77	124·00	204·25	164·29	...	38·61	1st half	132*b*
151·36	387 99	224·87	*—71·66*	114·71	371·75	148·94	247·73	339·28	212·34	160·99	260·89	178 88	101·34	126·16	2nd ,,	
5·65	136·75	158·32	7·00	4·99	48·62	52·28	189·18	27·19	6·37	20·08	431·76	68·32	...	5·06	1st half	133*b*
7·22	84·44	137·28	12·19	3 69	102·16	30·50	155 68	79·40	1 33	7·72	467·41	107·72	...	2·98	2nd ,,	
...	0·03	9·82	...	,	...	0·10	...	...	...	...	...	51·12	...	...	1st half	134*b*
...	0·05	*—0·24*	...	...	...	5·95	...	...	...	...	...	236·60	...	...	2nd ,,	
12·32	98·47	156·87	21·19	17·06	52·69	23·10	47·66	32·34	12·07	43·15	53·56	44·47	...	2·45	1st half	135*b*
35·19	91·45	188 23	29·60	9·19	65·73	41·10	57·76	61·12	12·56	8·98	88·19	46·87	...	12·32	2nd ,,	
21·51	62·66	112·16	49 23	25·28	55·86	19·40	*—6·33*	34·63	8·99	6·85	45·88	41·43	...	*—0·61*	1st half	136*b*
24·50	88·82	86·37	54·24	16·06	28 36	27·38	*—14·22*	51·34	17·46	33·83	122·40	68·99	2·53	22·22	2nd ,,	
452·57	904·87	854·58	959·64	585·09	604·12	316·56	685·63	448·16	228·12	275·39	969·08	472·86	...	52·43	1st half	137*b*
266·73	770·99	735·27	141·90	165·92	655·86	330·86	597·58	604·39	281·31	311 32	1,143·23	739·14	111·66	171·46	2nd ,,	
1·07	1·15	1·11	1·61	0·40	0·77	0·91	1·50	0·91	1·74	1·61	2·28	1·15	...	0·23	1st half	131*c*
0·98	1·19	1·03	1·92	0·50	0·83	0·97	1·45	0·93	1·59	1·79	1·97	1·17	0·24	0·22	2nd ,,	
8·11	4·49	3·63	9·79	11·35	3·16	1·99	3·13	3·49	6·81	2·45	1·99	1·83	...	1·26	1st half	132*c*
3·05	3·89	2 32	*—1·17*	2·57	3·50	1·89	2·38	4·29	8·93	2·88	2 51	2·10	3·13	3·38	2nd ,,	
0·13	1·27	1·80	0·09	0·11	0·43	0·68	1·93	0·34	0·27	0·40	4·20	0·76	...	0·17	1st half	133*c*
0·14	0·85	1·42	0·20	0·08	0·96	0·39	1·50	1·01	0·06	0·14	4 51	1·26	...	0·09	2nd ,,	
...	...	0·11	...	...	...	...	...	...	...	...	...	0·57	...	...	1st half	1 4*c*
...	...	...	...	...	...	0 08	...	...	...	...	...	2·77	...	...	2nd ,,	
0·27	0·92	1·78	0·28	0·38	0·46	0·30	0·49	0·40	0·51	0·85	0·52	0·50	...	0·08	1st half	135*c*
0·71	0·91	1·95	0·48	0·20	0·62	0·52	0·55	0 77	0·53	0·16	0·85	0 55	...	0·40	2nd ,,	
0·48	0·58	1·27	0·63	0·56	0·49	0·25	*—0·07*	0·43	0·38	0·14	0·45	0·47	...	*—0·02*	1st half	136*c*
0·50	0 89	0 90	0 89	0·36	0·27	0·34	*—0·14*	0·65	0·73	0 60	1·19	0·81	0·08	0·68	2nd ,,	
10 06	8·41	9·70	12·40	12·80	5·31	4·13	6·98	5·57	9·71	5·45	9·44	5·28	...	1·72	1st half	137*c*
5·38	7·73	7·62	2·32	3·71	6·18	4·19	5·74	7·65	11·84	5·57	11·03	8·66	3·45	5·27	2nd ,,	
0·36	0·31	0·32	0·48	0·12	0·21	0·22	0·49	0·29	0·49	0·51	1·72	1·27	...	0·16	1st half	131*d*
0·40	0 34	0·30	0·67	0·16	0 23	0 25	0·49	0·31	0·50	0·54	1·48	1·19	0·08	0·16	2nd ,,	
2·70	1·23	1·05	2·96	3·39	0·84	0·49	1·03	1·10	1·92	0·77	1·51	2·02	...	0·89	1st half	132*d*
1·24	1·12	0 66	*— 0·40*	0 84	0 95	0·48	0·81	1·42	2·82	0 88	1·89	2·12	1·03	2 83	2nd ,,	
0·04	0·35	0·52	0·03	0·03	0·11	0 16	0·63	0·11	0·08	0·12	3·19	0·84	...	0·12	1st half	133*d*
0·06	0 25	0·41	0 07	0 03	0·26	0·10	0·51	0·33	0·02	0·04	3·39	1 27	...	0 06	2nd ,,	
...	...	0·03	...	...	...	...	...	...	...	...	...	0·63	...	...	1st half	134*d*
...	...	...	...	...	...	0 02	...	...	...	...	...	2·80	...	...	2nd ,,	
0·09	0·25	0·51	0·08	0·11	0·12	0·08	0·16	0·13	0·14	0 27	0·40	0·54	...	0·06	1st half	135*d*
0·29	0·26	0·56	0·16	0 07	0·16	0·13	0·19	0·26	0·17	0·05	0·64	0·56	...	0 29	2nd ,,	
0·16	0·16	0·37	0·20	0·17	0·13	0·06	*—0·01*	0·14	0·10	0·04	0·34	0·51	...	*—0·01*	1st half	136*d*
0 20	0·26	0·25	0·30	0·12	0·07	0 09	*—0·05*	0·21	0·23	0 18	0·89	0·82	0·03	0·50	2nd ,,	
3·35	2·30	2·80	3·75	3·82	1·41	1·01	2·30	1·77	2·73	1·71	7·16	5·81	...	1·22	1st half	137*d*
2·19	2·23	2·18	0·80	1·22	1·67	1·07	1·95	2·53	3·74	1·69	8·29	8·76	1·19	3·84	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
												TABLE B.—LOCOMOTIVE	
	Average price of fuel per ton in terms of . . Coal . *Rs.*	1st half	4·14	16·05	6·57	1·97	11·17	13·18	4·67	13·74	8·03	8·39	7·17
		2nd ,,	4·33	15·97	7·31	1·97	11·69	13 98	4·64	14·72	6 87	8·45	7·59
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.												
138*a*	General superintendence (including office expenses) . . . . *Annas*	1st half	1·01	0·65	0·58	0·72	0·63	0·69	0·75	0·54	0·66	0·86	0·39
		2nd ,,	1·10	0·74	0·47	0·79	0·73	0·67	0·73	0·50	0·64	0·78	0·43
139*a*	Running expenses . . ,,	1st half	2·63	2·67	2·06	2·22	2·73	2·16	1·77	1·49	1·17	1·56	0·82
		2nd ,,	2·66	2 86	2·16	2·27	2·90	2·20	1·76	1·61	1·20	1·58	0·82
140*a*	Fuel . . . . . ,,	1st half	2·14	6·79	3·06	1·16	4·91	5·64	1·85	5·89	3·28	3·43	2·34
		2nd ,,	2·27	6·50	3·55	1·38	5·16	6·03	1·96	6·58	3.22	3·16	2·17
141*a*	Water . . . . . ,,	1st half	0·18	0·54	0·21	0·12	0·33	0·32	0·23	0·26	0·17	0·23	0·16
		2nd ,,	0·20	0·53	0·18	0·13	0·32	0 32	0·24	0·27	0·18	0·20	0·17
142*a*	Oil, tallow and other stores . . . . ,,	1st half	0·39	0·70	0·43	0·38	0·48	0·53	0·37	0·28	0·40	0·28	0·20
		2nd ,,	0·29	0·74	0·50	0·40	0·50	0·54	0·33	0·28	0·40	0·36	0·19
143*a*	Maintenance and renewal of locomotives . . ,,	1st half	3·21	2·26	2·50	2·17	3·60	3·79	2·03	2·14	7·37	2·48	1·04
		2nd ,,	3·33	2·20	1·62	2·09	3·50	2·86	2·17	1·92	9 14	1·83	1·20
143A (*a*)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·17	0·28	0·36	0·16	0·23	0·12	0·04	0·50	0·25	0·03	0·04
		2nd ,,	0·16	0·33	0·40	0·14	0 34	0·14	0·06	0·45	0·33	0 02	0·06
144*a*	Other charges (net) . . ,,	1st half	1·89	1·01	0·25	1·00	1·48	1·44	0·60	1·82	1·39	0·99	0·67
		2nd ,,	1·43	0·57	0·47	1·07	1·27	1·27	0·51	1·23	1·31	1·46	0·79
145*a*	Total locomotive expenses . . . . . ,,	1st half	11·62	14·90	9·45	7·93	14·39	14·69	7·64	12·92	14·69	9·86	5·66
		2nd ,,	11·44	14·52	9·35	8·27	14·72	14·03	7·76	12·84	16·42	9·39	5·83
	Fuel consumed in terms of . . Coal (Kuhurbaree) *lbs.*	1st half	72·34	59·21	65·04	70·69	61·61	59·89	55·54	59·97	57·17	56·93	45·67
		2nd ,,	73·25	57·03	67·97	69·07	61·78	60·42	59·28	62·54	59·06	52·33	40·03
	Wood ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.												
138*b*	General superintendence (including office expenses) . . . . . *Annas*	1st half	0·83	0·53	0·40	0·53	0·55	0·59	0·64	0·46	0·56	0·66	0·32
		2nd ,,	0·90	0·62	0·33	0·59	0·64	0·57	0·63	0·42	0·54	0·60	0·35
139*b*	Running expenses . . ,,	1st half	2·16	2·20	1·45	1·63	2·37	1·84	1·52	1·27	0·98	1·19	0·67
		2nd ,,	2·17	2·37	1·51	1·70	2·54	1·86	1·50	1·34	1·01	1·19	0·67
140*b*	Fuel . . . . . ,,	1st half	1·76	5·59	2·12	0·85	4·27	4·80	1·60	5·01	2·75	2·62	1·91
		2nd ,,	1·85	5·42	2·48	1·03	4·53	5·13	1·68	5·51	2·70	2·36	1·76
141*b*	Water . . . . . ,,	1st half	0·14	0·45	0·14	0·09	0·28	0·20	0·20	0·22	0·14	0·18	0·13
		2nd ,,	0·16	0·48	0·12	0·10	0·28	0·27	0·20	0·23	0·15	0·15	0·14
142*b*	Oil, tallow and other stores . . . . ,,	1st half	0·32	0·57	0·30	0·28	0·42	0·45	0·32	0·23	0·34	0·21	0·16
		2nd ,,	0·24	0·62	0·35	0·30	0·44	0·46	0·28	0·23	0·33	0·27	0·16
143*b*	Maintenance and renewal of locomotives . . ,,	1st half	2·64	1·86	1·73	1·59	3·13	3·33	1·75	1·82	6·18	1·90	0·85
		2nd ,,	2·72	1·84	1·14	1·56	3·08	2·43	1·85	1·61	7·66	1·36	0·97
143A (*b*)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·14	0·23	0·25	0·12	0·20	0·09	0·03	0·43	0·21	0·02	0·03
		2nd ,,	0·14	0·27	0·27	0·11	0·30	0·12	0·06	0·38	0·28	0·01	0·05
144*b*	Other charges (net) . ,,	1st half	1·56	0·83	0·17	0·74	1·28	1·21	0·51	1·55	1·16	0·76	0·54
		2nd ,,	1·16	0·48	0·33	0 79	1·11	1·08	0 44	1·03	1·10	1·09	0·64
145*b*	Total locomotive expenses . . . . . ,,	1st half	9·55	12·26	6·56	5·83	12·50	12·51	6·57	10·99	12·32	7·54	4·61
		2nd ,,	9·34	12·10	6·53	6·18	12·92	11·92	6 64	10·75	13·77	7·03	4·74
	Fuel consumed in terms of . . Coal (Kurhurbaree) . *lbs.*	1st half	59·45	48·74	45·13	51·96	53·55	51·00	47·75	51·02	47·94	43·50	37·22
		2nd ,,	59·84	47·50	47·49	51·63	54·19	51·37	50·69	52·35	49·52	39·18	32·55
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*).	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) &(*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
EXPENSES.																
17·39	11·50	7·09	4·80	16·38	15·48	...	11·81	10·55	16·69	4·75	13·88	13·69	...	4·15	1st half	
17·39	12·46	9·84	4·78	16·37	12·24	...	13·32	11·78	15 53	4·82	16·71	14·63	4·33	4·34	2nd „	
...	...	...	...	...	...	3·99	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	3·86	...	...	...	...	...	...	...	...	2nd „	
0·77	0·82	0·57	0·88	0·39	0·66	0·64	0·60	0·70	1·84	0·66	0·92	0·80	...	0·72	1st half	138*a*
0·70	0·88	0·58	1·10	0·41	0·71	0·65	0·59	0·72	1 72	0·58	0·93	0·49	0·08	0·33	2nd „	
1·22	2·64	1·28	1·51	0·80	1·82	0·70	1·64	1·74	0·69	1·07	1·85	1·07	...	0·95	1st half	139*a*
1·10	2 61	1·21	1·56	0·79	1·92	0·71	1·59	1·76	0 75	1·03	1·84	1·32	0·87	1·11	2nd „	
3·48	3·58	2·04	1·19	4·87	4·03	3·26	3·12	2·96	4·88	2 26	7·17	1·82	...	0·87	1st half	140*a*
3·27	3·65	2·99	1·21	4·84	3·17	2·88	3·73	3·49	4·02	2·23	8·06	2·25	0·94	0·98	2nd „	
0·14	0·29	0·15	0·17	0·38	0·26	0·23	0·16	0·22	0·39	0·41	0·43	0·46	...	0·31	1st half	141*a*
0·13	0·29	0·18	0·24	0·40	0·34	0·17	0·19	0·23	0·55	0·38	0·76	0·60	...	0·35	2nd „	
0·26	0·33	0·23	0·22	0·44	0·31	0·27	0·27	0·17	0·32	0·23	0·39	0·33	...	0·18	1st half	142*a*
0·26	0·34	0·30	0·21	0·42	0 31	0·32	0 29	0·19	0 34	0·20	0·35	0·41	...	0·33	2nd „	
0·51	1·64	1·13	1·07	1·43	1·93	0·99	2·16	1·73	2·15	0·66	2·21	0·77	...	1·71	1st half	143*a*
1·18	2·70	2·11	1·24	1·40	2·47	1·48	1·43	1·89	1·27	0·87	2·71	0·82	0·00	0·73	2nd „	
0·06	0·14	0·23	0·04	0·16	0·51	0·11	0·10	0·25	0·34	0·06	0·04	0 07	...	...	1st half	143 A (*a*)
0·08	0·19	0·26	0·04	0·15	0·73	0·14	0·13	0·28	0·19	0·04	0·19	0·12	...	0·03	2nd „	
0·11	0·47	1·84	0·80	0·43	0·48	0·80	0·25	1·00	0·01	1·89	0·19	0·78	...	1·42	1st half	144*a*
0·25	0·96	0·92	1·01	0·62	0·62	0·86	0·26	1·32	...	2 66	0·36	0 43	0 29	2·35	2nd „	
6·55	9·91	7·47	5·88	8·90	10·05	7·00	8·30	8·77	10·62	7·24	13·20	6·10	...	6·16	1st half	145*a*
6·97	11·62	8·55	6·61	9·03	10·27	7·21	8·21	9·88	8·84	7·99	15·20	6·44	2·42	6 21	2nd „	
28·02	43·64	40·30	34·87	41·61	36·47	...	32·68	39·34	36·96	66·58	72·76	18·56	...	29·42	1st half	
26 60	41·04	42·50	35·30	42·27	36 21	...	34·78	41·50	32 85	69 03	67·54	21·57	30·30	31·73	2nd „	
...	...	...	...	...	...	114·44	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	104·28	...	...	...	...	...	...	...	...	2nd „	
0·69	0·68	0·41	0·79	0·36	0·57	0·51	0·55	0·62	1·72	0·52	0·82	0·67	...	0·65	1st half	138*b*
0·64	0·72	0·45	0·98	0·38	0·61	0·51	0·54	0·62	1 62	0·46	0·82	0·39	0·07	0·31	2nd „	
1·10	2·16	0·99	1·35	0 74	1·57	0·56	1·49	1·52	0·67	0·85	1·65	0·90	...	0·85	1st half	139*b*
1·01	2 16	0·93	1·39	0·74	1 65	0·57	1·44	1·54	0 71	0·82	1·63	1·07	0·73	1·05	2nd „	
3·15	2·94	1·57	1·07	4·54	3·48	2 59	2·84	2·60	4·56	1·80	6·41	1·53	...	0·78	1st half	140*b*
3·01	3·02	2·31	1·08	4·54	2·74	2·26	3·10	3·06	3·77	1·78	7.11	1·82	0·79	0·93	2nd „	
0·12	0·24	0·12	0·16	0·35	0·23	0·18	0·15	0·19	0·37	0·33	0·99	0·39	...	0·28	1st half	141*b*
0·12	0·24	0·14	0·21	0·38	0·30	0·13	0·17	0·20	0·52	0 50	0·67	0·48	...	0 33	2nd „	
0·24	0·27	0·18	0·19	0·41	0·27	0·21	0 25	0·15	0·30	0·18	0·35	0·28	...	0·16	1st half	142*b*
0·25	0·27	0·24	0·18	0·39	0·27	0·25	0 26	0·17	0·32	0·16	0 31	0·33	...	0 31	2nd „	
0·47	1·34	0·87	0·96	1·34	1·71	0·79	1·96	1·51	2·00	0·53	1·97	0·65	...	1·53	1st half	143*b*
1·08	2·23	1·64	1·12	1·31	2·13	1·16	1·30	1·66	1·20	0·70	2 39	0·66	0·25	0·69	2nd „	
0·05	0·12	0·18	0 04	0·16	0·44	0·09	0·09	0·22	0·32	0·05	0·04	0·06	...	...	1st half	143 A (*b*)
0·08	0·15	0·20	0·04	0·14	0·64	0·11	0·12	0·24	0·17	0·03	0·17	0.10	...	0·03	2nd „	
0·10	0·38	1·41	0·71	0·29	0·41	0·64	0·22	0 87	0 01	1 51	0·17	0·65	...	1·28	1st half	144*b*
0 24	0·80	0·71	0·89	0·59	0·54	0·67	0·24	1·16	...	2 13	0·31	0·35	0·19	2·22	2nd „	
5·02	8·13	5·76	5·27	8·29	8·68	5·57	7·55	7·63	9·95	5·77	11·80	5·13	...	5·53	1st half	145*b*
6·43	9·59	6 62	5·89	8·47	8·88	5·66	7·47	8·65	8·31	6·38	13·41	5 20	2·03	5·87	2nd „	
25·32	35·76	31·04	31·26	38·77	31·51	...	29·72	34·45	34·58	52 98	65·01	15·61	...	26·40	1st half	
24·54	33·88	32·90	31·48	39·64	31·33	...	31·65	36·31	30 90	51·82	59·55	17·39	25·48	30·02	2nd „	
...	...	...	...	...	...	91·02	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	81·80	...	...	...	...	...	...	...	...	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER 1,000 GROSS TON-MILES.												
138c	General superintendence (including office expenses) . . *Rs.*	1st half	0·16	0·09	0·11	0·10	0·11	0·14	0·13	0·09	0·13	0·26	0·10
		2nd „	0·18	0·13	0·06	0·10	0·14	0·14	0·13	0·08	0·13	0·17	0·12
139c	Running expenses . . . „	1st half	0·40	0·37	0·39	0·28	0·46	0·42	0·30	0·26	0·24	0·47	0·21
		2nd „	0·44	0·48	0·37	0·30	0·54	0·44	0·30	0·26	0·24	0·46	0·23
140c	Fuel . . . . . „	1st half	0·33	0·95	0·57	0·15	0·83	1·10	0·31	1·02	0·66	1·03	0·59
		2nd „	0·37	1·08	0·60	0·18	0·97	1·22	0·34	1·06	0·65	0·89	0·61
141c	Water . . . . . „	1st half	0·03	0·08	0·04	0·02	0·05	0·06	0·04	0·04	0·03	0·07	0·04
		2nd „	0·03	0·10	0·05	0·02	0·06	0·07	0·04	0·05	0·04	0·06	0·05
142c	Oil, tallow and other stores . „	1st half	0·06	0·10	0·08	0·05	0·08	0·10	0·06	0·05	0·08	0·08	0·05
		2nd „	0·05	0·12	0·08	0·05	0·09	0·11	0·06	0·05	0·08	0·10	0·05
143c	Maintenance and renewal of locomotives . . . „	1st half	0·50	0·31	0·47	0·28	0·61	0·74	0·34	0·37	1·48	0·75	0·27
		2nd „	0·55	0·36	0·28	0·27	0·66	0·58	0·37	0·31	1·85	0·52	0·34
143 A(*c*)	Maintenance and renewal of machinery, tools and plant „	1st half	0·03	0·04	0·07	0·02	0·04	0·02	0·01	0·09	0·05	0·01	0·01
		2nd „	0·03	0·05	0·07	0·02	0·06	0·03	0·01	0·07	0·07	0·01	0·02
144c	Other charges (net) . . „	1st half	0·29	0·14	0·04	0·13	0·25	0·28	0·10	0·32	0·28	0·30	0·17
		2nd „	0·24	0·09	0·08	0·14	0·24	0·25	0·09	0·20	0·26	0·41	0·22
145c	Total locomotive expenses . „	1st half	1·80	2·08	1·77	1·03	2·43	2·86	1·29	2·24	2·95	2·97	1·44
		2nd „	1·89		1·57	1·08	2·76	2·84	1·34	2·08	3·32	2·62	1·64
	Fuel consumed in terms of Coal (Kurhurbaree). *lbs.*	1st half	178·93	132·13	194·43	146·90	166·23	186·60	150·16	166·62	183·63	273·96	185·35
		2nd „	193·79	151·31	183·06	144·92	185·43	195·82	164·00	161·86	191·34	234·14	180·57
	Fuel consumed in terms of Wood . . „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.												
146a	General superintendence (including office expenses) . *Annas*	1st half	0·24	0·30	0·31	0·20	0·20	0·23	0·17	0·08	0·32	0·44	0·14
		2nd „	0·23	0·34	0·28	0·21	0·26	0·22	0·20	0·12	0·28	0·40	0·15
147a	Repairs and renewals of coaching vehicles . „	1st half	1·56	1·51	1·91	0·56	0·83	2·99	0·49	0·66	0·82	0·95	0·46
		2nd „	1·50	2·62	1·30	0·82	1·49	1·35	0·69	0·81	0·73	0·74	0·48
148a	Repairs and renewals of goods vehicles . „	1st half	0·98	1·64	1·09	1·31	1·01	1·36	1·07	0·69	0·69	1·47	0·56
		2nd „	1·01	2·20	0·60	1·21	1·38	1·13	1·19	1·96	0·39	0·74	0·51
148A (*a*)	Repairs and renewals of machinery, tools and plant „	1st half	0·06	0·37	0·04	0·07	0·11	0·08	...	0·04	0·21	0·02	0·03
		2nd „	0·05	0·38	0·03	0·07	0·10	0·10	...	0·04	0·17	0·02	0·03
149a	Cleaning and oiling . . „	1st half	0·52	0·42	0·34	0·23	0·41	0·40	0·29	0·36	0·33	0·33	0·27
		2nd „	0·53	0·45	0·32	0·24	0·43	0·39	0·31	0·34	0·33	0·29	0·26
150a	Other charges (net) . . „	1st half	—0·03	0·01	0·01	0·03	0·02	0·65	...	0·05	0·03	0·01	0·02
		2nd „	...	0·06	0·02	0·05	0·03	0·14	0·01	0·03	0·01	0·01	0·03
151a	Total carriage and wagon expenses	1st half	3·33	4·25	3·70	2·40	2·58	5·71	2·02	1·88	2·40	3·22	1·48
		2nd „	3·32	6·05	2·55	2·60	3·69	3·33	2·40	3·30	1·91	2·20	1·46
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.												
146b	General superintendence (including office expenses) . . *Rs.*	1st half	0·52	0·69	0·98	0·46	0·66	0·73	0·46	0·25	0·96	1·47	0·33
		2nd „	0·55	0·92	0·80	0·45	0·89	0·75	0·50	0·35	0·98	1·33	0·35
147b	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. „	1st half	16·15	10·59	14·36	4·70	8·66	25·32	5·08	5·78	7·63	7·29	2·94
		2nd „	14·36	16·68	10·08	6·59	13·31	11·54	7·12	6·78	7·37	5·55	2·56
148b	Repairs and renewals of goods vehicles calculated on goods vehicle mileage. „	1st half	2·71	5·60	6·08	4·09	4·87	6·74	3·74	3·50	3·09	8·65	2·01
		2nd „	3·09	10·28	2·69	3·51	7·94	6·11	4·08	8·60	1·99	4·44	2·10
148A (*b*)	Repairs and renewals of machinery, tools and plant . „	1st half	0·13	0·85	0·13	0·16	0·35	0·26	0·01	0·11	0·64	0·06	0·06
		2nd „	0·11	1·03	0·10	0·16	0·33	0·36	...	0·10	0·58	0·03	0·06
149b	Cleaning and oiling . . „	1st half	1·15	0·96	1·09	0·53	1·35	1·24	0·77	1·16	1·01	1·10	0·61
		2nd „	1·23	1·21	0·92	0·50	1·51	1·30	0·78	0·99	1·13	0·98	0·62
150b	Other charges (net) . . . „	1st half	—0·07	0·03	0·03	0·06	0·09	2·02	...	0·14	0·09	0·03	0·06
		2nd „	0·01	0·14	0·04	0·10	0·12	0·45	0·03	0·08	0·02	0·03	0·06
151b	Total carriage and wagon expenses . . . . . „	1st half	7·29	9·76	11·83	5·46	8·52	17·83	5·31	6·00	7·28	10·72	3·41
		2nd „	7·72	16·30	7·25	5·54	12·89	11·08	6·15	9·51	6·50	7·30	3·25

TABLE B.—LOCOMOTIVE EXPE

TABLE C.—CARRIAGE AND

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) (*j*)	1 (*e*)	1 (*f*)	Number.	
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
NSES—*concld.*																
0·26	0·23	0·16	0·27	0·12	0·18	0·16	0·20	0·22	0·52	0·21	0·70	0·88	...	0·51	1st half	
0·28	0·26	0·16	0·38	0·13	0·19	0·16	0·20	0·24	0·54	0·18	0·70	0·49	0·03	0·24	2nd „	138*c*
0·41	0·72	0·37	0·46	0·24	0·48	0·18	0·54	0·55	0·20	0·34	1·39	1·18	...	0·67	1st ha	
0·45	0·75	0·34	0·54	0·26	0·52	0·19	0·54	0·58	0·24	0·31	1·39	1·34	0·30	0·81	2nd „	139*c*
1·15	0·98	0·59	0·36	1·45	1·07	0·80	1·03	0·94	1·38	0·71	5·44	2·00	...	0·62	1st half	
1·33	1·05	0·86	0·41	1·59	0·88	0·73	1·27	1·15	1·27	0·68	6·05	2·27	0·33	0·72	2nd „	140*c*
0·04	0·08	0·05	0·05	0·11	0·07	0·05	0·05	0·07	0·11	0·13	0·33	0·51	...	0·22	1st half	
0·05	0·08	0·05	0·08	0·13	0·09	0·04	0·06	0·08	0·18	0·11	0·57	0·61	...	0·25	2nd „	141*c*
0·09	0·09	0·07	0·07	0·13	0·08	0·06	0·09	0·05	0·09	0·07	0·30	0·36	...	0·12	1st half	
0·11	0·10	0·09	0·07	0·14	0·08	0·08	0·10	0·06	0·11	0·06	0·26	0·41	...	0·24	2nd „	142*c*
0·17	0·45	0·32	0·32	0·43	0·52	0·25	0·71	0·55	0·60	0·21	1·67	0·85	...	1·20	1st half	
0·48	0·78	0·60	0·42	0·46	0·67	0·38	0·49	0·62	0·40	0·26	2·04	0·83	0·10	0·53	2nd „	143*c*
0·02	0·04	0·07	0·01	0·04	0·14	0·02	0·03	0·08	0·10	0·02	0·03	0·08	...	...	1st half	143
0·03	0·05	0·08	0·02	0·05	0·20	0·04	0·04	0·09	0·06	0·01	0·14	0·12	...	0·02	2nd „	A(*c*)
0·04	0·12	0·53	0·24	0·13	0·13	0·19	0·08	0·32	...	0·59	0·15	0·85	...	1·00	1st half	
0·11	0·28	0·26	0·35	0·20	0·17	0·22	0·09	0·44	...	0·81	0·27	0·44	0·08	1·71	2nd „	144*c*
2·18	2·71	2·16	1·78	2·65	2·67	1·71	2·73	2·78	3·00	2·28	10·01	6·71	...	4·34	1st half	
2·84	3·35	2·44	2·27	2·96	2·78	1·84	2·79	3·26	2·80	2·42	11·42	6·51	0·84	4·52	2nd „	145*c*
149·45	191·14	186·22	168·79	198·59	155·11	...	172·10	199·73	167·08	334·93	882·65	326·89	...	331·68	1st half	
173·18	189·20	194·33	194·15	222·01	156·58	...	189·52	219·35	166·34	314·83	811·50	348·85	167 60	370·22	2nd „	
...	...	...	...	...	...	448·65	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	424·62	...	...	...	...	...	...	...	...	2nd „	
WAGON EXPENSES.																
0·23	0·24	0·29	0·12	0·12	0·25	0·26	0·20	0·23	0·41	0·10	0·31	0·07	...	0·09	1st half	
0·20	0·26	0·31	0·17	0·14	0·25	0·29	0·20	0·23	0·39	0·09	0·31	0·06	0·01	0·05	2nd „	146*a*
0·41	1·12	1·13	0·33	0·60	1·21	0·87	0·76	1·03	0·57	*—0·36*	0·86	0·10	...	0·31	1st half	
0·60	1·29	0·88	0·41	0·54	1·23	0·75	0·78	0·88	0·58	0·22	0·70	0·23	0·26	0·16	2nd „	147*a*
0·52	1·39	0·77	0·24	0·45	0·98	0·87	0·73	1·43	0·18	0·62	1·49	0·35	...	0·26	1st half	
0·62	1·83	0·85	0·31	0·52	0·90	0·50	0·95	1·81	0·35	0·62	0·67	1·20	0·26	0·24	2nd „	148*a*
0·03	0·07	0·05	...	0·08	0·08	0·03	0·03	0·04	0·01	0·02	...	...	...	...	1st half	148
0·04	0·08	0·05	...	0·07	0·07	0·03	0·04	0·04	0·01	0·01	...	0·01	0·02	...	2nd „	A(*a*)
0·22	0·29	0·31	0·14	0·21	0·28	0·35	0·31	0·17	0·46	0·35	0·22	0·36	...	0·28	1st half	
0·25	0·26	0·39	0·17	0·21	0·32	0·43	0·30	0·17	0·45	0·41	0·30	0·40	0·66	0·22	2nd „	149*a*
...	0·02	0·07	0·01	0·01	0·03	...	*—0·03*	...	...	0·03	...	0·02	...	0·02	1st half	
...	0·03	0·07	0·02	0·01	0·01	0·01	*—0·08*	0·02	0·01	0·01	...	0·07	...	...	2nd „	150*a*
1·41	3·13	2·62	0·84	1·47	2·83	2·38	2·00	2·90	1·63	0·76	2·88	0·90	...	0·96	1st half	
1·71	3·75	2·55	1·08	1·49	2·78	2·01	2·19	3·15	1·79	1·36	1·98	1·97	1·21	0·67	2nd „	151*a*
0·56	0·63	0·89	0·41	0·38	0·57	0·63	0·63	0·66	0·87	0·23	2·29	0·44	...	0·34	1st half	
0·61	0·71	0·85	0·64	0·38	0·59	0·56	0·65	0·70	1·15	0·23	2·39	0·35	0·01	0·22	2nd „	146*b*
2·09	8·40	7·25	3·72	3·83	8·43	6·82	4·65	9·06	2·32	*—2·42*	13·09	1·34	...	3·75	1st half	
3·01	9·33	5·53	3·53	3·15	7·82	6·02	5·01	7·50	2·35	1·55	10·39	2·68	2·43	1·85	2nd „	147*b*
2·49	5·74	4·61	1·16	2·67	3·40	2·91	4·70	6·13	0·79	2·41	21·69	4·52	...	1·53	1st half	
4·58	8·34	4·18	2·14	2·74	3·40	2·51	6·47	8·25	3·72	2·44	11·01	12·08	1·04	1·64	2nd „	148*b*
0·07	0·18	0·16	...	0·26	0·19	0·08	0·10	0·11	0·02	0·05	...	...	...	0·01	1st half	148
0·13	0·24	0·14	*—0·01*	0·19	0·14	0·10	0·13	0·11	0·03	0·02	...	0·07	0·05	...	2nd „	A(*b*)
0·55	0·76	0·96	0·47	0·63	0·65	0·82	0·96	0·49	0·97	0·85	1·64	2·41	...	1·13	1st half	
0·75	0·73	1·09	0·67	0·58	0·75	1·39	0·99	0·50	1·31	1·02	2·34	2·18	1·84	0·92	2nd „	149*b*
...	0·05	0·22	0·01	0·02	0·07	0·01	*—0·10*	...	0·01	0·07	...	0·14	...	0·10	1st half	
...	0·08	0·20	0·08	0·03	0·04	0·02	*—0·25*	0·06	0·03	0·03	...	0·38	...	0·01	2nd „	150*b*
3·47	8·32	8·11	2·84	4·51	6·53	5·64	6·27	8·35	3·44	1·85	21·42	5·95	...	3·85	1st half	
5·13	10·48	7·06	4·14	4·11	6·57	6·24	7·24	9·37	8·59	3·43	15·41	10·73	3·36	2·87	2nd „	151*b*

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER TOTAL TRAIN-MILE.												TABLE D—TRAFFIC EXP
152*a*	General superintendence (including office expenses) . . *Annas*	1st half	0·96	0·61	1·21	0·88	0·52	0·92	0·52	0·51	0·78	1·00	0·53
		2nd „	1·01	0·67	1·20	0·96	0·56	0·94	0·54	0·52	0·82	0·97	0·57
153*a*	Station staff . . . „	1st half	2·35	3·32	7·40	2·81	1·99	2·38	1·72	2·38	2·73	2·94	1·53
		2nd „	2·40	3·49	7·05	3·29	2·19	2·33	1·71	2·72	2·74	3·41	1·57
154*a*	Train staff . . . . „	1st half	0·95	0·55	1·08	1·22	1·26	0·86	0·70	0·95	0·90	0·80	0·46
		2nd „	0·85	0·62	1·18	1·24	1·35	0·79	0·71	0·95	0·91	0·90	0·47
155*a*	Fuel, lighting, water and general stores . . . „	1st half	0·50	1·05	1·35	0·87	0·71	0·51	0·47	0·59	0·73	0·46	0·43
		2nd „	0·42	0·87	1·09	0·84	0·78	0·63	0·37	0·66	0·59	0·47	0·45
156*a*	Clothing . . . . „	1st half	0·03	0·21	0·10	0·07	0·08	0·06	0·01	0·07	0·27	0·15	0·05
		2nd „	0·07	0·12	0·06	0·08	0·09	0·10	0·05	0·12	0·21	0·01	0·03
157*a*	Printing, stationery and tickets . . . . „	1st half	0·17	0·42	0·40	0·33	0·20	0·52	0·19	0·19	0·09	0·29	0·21
		2nd „	0·26	0·43	0·43	0·31	0·24	0·56	0·24	0·24	0·23	0·22	0·23
158*a*	Charges for delivery and collection of goods, etc. . „	1st half	0·01	...	0·02	0·02	0·01	0·02	...	...	0·01	...	...
		2nd „	0·01	...	0·02	0·01	0·01	0·02	0·01	...	0·01	...	...
159*a*	Miscellaneous expenses . „	1st half	0·01	0·01	0·06	0·03	0·01	0·06	0·02	...	...	0·01	0·03
		2nd „	0·01	0·01	0·03	0·02	0·01	0·06	0·01	...	...	0·01	0·05
160*a*	Payments to other lines . „	1st half	0·90	0·01	...	0·05	0·07	0·02	0·31	0·05	0·22	...	0·13
		2nd „	0·93	0·01	...	0·13	0·08	0·08	0·38	—*0·05*	0·24	...	0·12
161*a*	Other charges (net) . . „	1st half	—*0·03*	...	...	0·01	0·01	0·06	0·01	0·03	0·01	...	0·05
		2nd „	...	0·01	0·01	0·01	0·01	0·04	...	0·04	0·02	...	0·08
162*a*	Total traffic expenses . „	1st half	5·85	6·18	11·62	6·29	4·86	5·41	3·95	4·77	5·74	5·65	3·42
		2nd „	5·96	6·23	11·07	6·29	5·32	5·55	4·02	5·20	5·77	5·99	3·57
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)												
152*b*	General superintendence (including office expenses) . *Per cent.*	1st half	1·33	0·62	2·09	1·25	0·76	1·35	0·72	0·85	1·44	2·44	1·08
		2nd „	1·63	0·88	1·62	1·46	1·05	1·57	0·79	0·82	1·62	2·31	1·45
153*b*	Station staff . . . „	1st half	3·26	3·34	12·71	3·95	2·92	3·50	2·37	3·95	5·06	7·20	3·13
		2nd „	3·86	4·52	9·53	4·99	4·14	3·91	2·50	4·34	5·43	8·13	3·99
154*b*	Train staff . . „	1st half	1·32	0·56	1·86	1·72	1·85	1·24	0·97	1·57	1·66	1·96	0·95
		2nd „	1·37	0·80	1·59	1·87	2·55	1·32	1·04	1·52	1·81	2·14	1·18
155*b*	Fuel, lighting, water and general stores . . „	1st half	0·69	1·06	2·29	1·22	1·03	0·76	0·66	0·93	1·35	1·12	0·87
		2nd „	0·68	1·13	1·48	1·28	1·48	1·06	0·53	1·04	1·17	1·11	1·13
156*b*	Clothing . . . . „	1st half	0·05	0·21	0·18	0·10	0·12	0·09	0·01	0·11	0·50	0·37	0·11
		2nd „	0·11	0·15	0·09	0·13	0·16	0·16	0·07	0·20	0·42	0·02	0·03
157*b*	Printing, stationery and tickets . . . . „	1st half	0·23	0·42	0·68	0·47	0·30	0·77	0·27	0·32	0·17	0·71	0·43
		2nd „	0·42	0·56	0·58	0·47	0·45	0·94	0·35	0·59	0·45	0·52	0·59
158*b*	Charges for delivery and collection of goods, etc. „	1st half	0·01	...	0·03	0·03	0·01	0·03	...	0·01	0·02	...	...
		2nd „	0·02	...	0·03	0·02	0·02	0·03	0·02	...	0·03	...	...
159*b*	Miscellaneous expenses . „	1st half	0·02	0·01	0·10	0·05	0·02	0·08	0·03	...	0·01	0·02	0·06
		2nd „	0·01	0·02	0·04	0·02	0·02	0·09	0·02	0·01	...	0·03	0·12
160*b*	Payments to other lines . „	1st half	1·25	0·02	...	0·07	0·09	0·02	0·42	0·09	0·40	...	0·26
		2nd „	1·49	0·01	...	0·19	0·15	0·14	0·56	—*0·07*	0·48	...	0·31
161*b*	Other charges (net) . „	1st half	—*0·04*	...	0·01	0·01	0·02	0·09	0·01	0·05	0·02	...	—*0·16*
		2nd „	0·01	0·01	0·01	0·02	0·02	0·09	...	0·06	0·03	0·01	—*0·03*
162*b*	Total traffic expenses . „	1st half	8·12	6·24	19·95	8·87	7·12	7·93	5·46	7·93	10·63	13·82	6·73
		2nd „	9·60	8·08	14·97	10·45	10·04	9·31	5·88	8·31	11·44	14·27	8·82
	General superintendence per cent. on traffic earnings (including steamboat) . . . *Per cent.*	1st half	1·33	0·62	2·09	1·24	0·76	1·35	0·72	0·85	1·44	2·44	1·01
		2nd „	1·63	0·88	1·62	1·45	1·05	1·57	0·79	0·82	1·62	2·31	1·36

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ ¾″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
ENSES.																
0·75	0·76	1·07	0·61	0·56	0·59	0·60	0·72	0·58	1·82	0·76	1·33	0·52	...	...	1st half	152*a*
0·69	0·83	0·91	0·78	0·66	0·61	0·68	0·73	0·61	1·84	0·75	1·09	0·50	...	...	2nd „	
2·16	2·22	3 53	1·52	1·20	2·08	1·59	1·73	1·48	2·32	1·70	2·39	1·53	...	1·88	1st half	153*a*
1·68	2·29	3·38	1·93	1·16	2·10	1·79	1·72	1·54	2·02	1·93	2·74	2·24	1·08	1·36	2nd „	
0·40	0·69	0·80	0·62	0·23	0·61	0·33	0·43	0·54	0·35	0·91	0·67	0·71	...	0·64	1st half	154*a*
0·38	0·74	0·86	0·73	0 24	0·66	0·39	0·43	0·55	0·31	0·82	0·78	0·74	...	0·52	2nd „	
1·00	0·54	0·68	0·37	0·50	0·59	0·55	0·46	0·32	0·31	0·35	0·33	0·65	...	...	1st half	155*a*
0·58	0·62	0·56	0·56	0·47	0·64	0·62	0·48	0·37	0·30	0 28	0·29	0·67	...	0·08	2nd „	
0·08	0·07	0·07	0·01	0·03	0·04	0·03	0·01	0·11	0·06	0·02	0·14	0·12	...	...	1st half	156*a*
0·02	0·16	0·05	0 07	0·03	0·15	0·04	0 05	0 03	0·12	0·05	0·04	0·16	...	...	2nd „	
0·49	0·26	0·35	0·17	0·16	0·32	0·40	0·28	0·31	0·71	0·08	0·31	0·19	...	0·03	1st half	157*a*
0·51	0·46	0·30	0·24	0·16	0·31	0·41	0·34	0·31	0·59	0·04	0·14	0·24	...	0·05	2nd „	
...	0·02	...	...	...	...	...	...	...	...	...	0·06	...	...	...	1st half	158*a*
...	...	...	...	...	...	...	...	...	...	...	0·06	...	...	...	2nd „	
0·02	0·01	0·03	0·02	...	0·03	0·02	0·01	0·02	0·04	0·01	0·07	...	...	0·02	1st half	159*a*
0·02	0 03	0·02	0·03	...	0·02	0·03	0·02	0·02	0·04	0·02	...	...	...	0·02	2nd „	
0·21	...	...	0·22	0·30	0·17	0·15	0·06	0·19	0·47	0·44	—*0·13*	...	...	...	1st half	160*a*
0·18	...	...	0·46	0·31	0·14	0·32	0·07	0·21	0·60	0·40	...	...	...	...	2nd „	
0·01	0·03	0·09	0·02	0·02	...	0·04	...	0·03	...	...	0·02	0·03	...	0·04	1st half	161*a*
0·01	0·03	0·07	0·01	0·01	0·01	...	...	0·03	...	...	0·01	0·04	...	...	2nd „	
5·12	4·60	6·62	3·56	3·00	4·43	3·71	3·70	3·58	6·08	4·27	5·19	3·75	...	2·61	1st half	162
4·07	5·16	6·15	4·81	3·04	4·64	4·28	3·84	3·67	5·82	4·29	5·15	4·59	1·08	2·03	2nd „	
1·10	1·42	1·92	1·03	1·09	1·11	1·27	1·42	1·25	2·17	2·04	2·04	3·54	...	...	1st half	152*b*
1·48	1·89	1 80	1·79	1·55	1·23	2·12	1·56	1·50	2·97	2·40	1·54	3·02	...	...	2nd „	
3·16	4·11	6·37	2·55	2·33	3·86	3·38	3·41	3·20	2·76	4·56	3·67	10·30	...	5·78	1st half	153*b*
3·64	5·21	6·71	4·44	2·74	4·23	5·58	3 65	3·78	3·31	6·18	3·87	13·69	1·52	4·85	2nd „	
0·58	1·28	1·46	1·04	0·46	1·13	0·71	0·85	1·15	0·40	2·44	1·04	4·77	...	1·96	1st half	154*b*
0·82	1·69	1·72	1·68	0·57	1·34	1·21	0·91	1·36	0·50	2·62	1·11	4·53	...	1·84	2nd „	
1·45	1·00	1·22	0·62	0·98	1·10	1·17	0·92	0·70	0·40	0·92	0·52	4·38	...	...	1st half	155*b*
1·25	1·41	1·11	1·28	1·12	1·29	1·92	1·03	0·90	0·50	0·91	0·41	4·08	...	0·31	2nd „	
0·12	0·12	0·12	0·01	0·05	0·07	0·06	0·01	0·23	0·07	0·04	0·22	0·79	...	...	1st half	156*b*
0·04	0·37	0·11	0·16	0·08	0·30	0·11	0·10	0·08	0·19	0·15	0·06	0·99	...	...	2nd „	
0·72	0·48	0·64	0·29	0·31	0·60	0·84	0·55	0·67	0·84	0·21	0·48	1·29	...	0·11	1st half	157*b*
1·11	1·06	0·59	0 56	0·38	0·62	1·27	0·73	0·77	0·97	0·14	0·20	1·48	...	0·19	2nd „	
...	0·03	...	...	...	...	...	...	...	...	...	0·09	...	...	...	1st half	158*b*
...	0·01	...	...	...	...	...	...	...	...	...	0·09	...	...	...	2nd „	
0·03	0·03	0·06	0·03	...	0·05	0·05	0·02	0·05	0·04	0·04	0·11	0·01	...	0·07	1st half	159*b*
0·04	0·06	0·03	0·06	...	0·05	0·09	0·03	0·06	0·06	0·05	0·01	0·02	...	0·06	2nd „	
0·31	...	...	0·36	0·58	0·31	0·32	0·13	0·40	0·56	1·17	—*0·20*	...	...	...	1st half	160*b*
0·38	...	...	1·06	0·74	0·28	1·01	0 15	0·53	0·99	1·27	...	...	...	...	2nd „	
0·02	0·05	0·15	0·03	0·04	...	0·09	...	0·06	...	...	0·02	0·20	...	0·12	1st half	161*b*
0·02	0·07	0·13	0·02	0·02	0·01	0·01	0·01	0·07	...	...	0·01	0·22	...	...	2nd „	
7·49	8·52	11·94	5·96	5·84	8·23	7·89	7·31	7·71	7·24	11·42	7·99	25·28	...	8·04	1st half	162*b*
8·78	11·77	12·20	11·05	7·20	9·35	13·32	8·17	9·05	9·49	13·72	7·30	28·03	1·52	7·25	2nd „	
1·10	1·42	1·77	1·03	1·09	1·11	1·27	1·42	1·25	2·17	2·04	2·04	3·54	...	...	1st half	
1·48	1·89	1·62	1·79	1·55	1·23	2·12	1·56	1·50	2·97	2·40	1·54	3 02	...	...	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′- 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to(*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER TOTAL TRAIN-MILE.											TABLE E.—GENERAL	CHA
163*a*	Home expenditure . . *Annas*	1st half	0·64	0·42	0·09	0·33	0·32	0·40	0·49	0·07	0·07	1·27	0·45
		2nd „	0·72	0·47	...	0·33	0·36	0·56	0 60	...	...	1·18	0·47
164*a*	Agent's office—salaries and expenses . . . . „	1st half	0·25	0·20	0·28	0·15	0·14	0·37	0·26	0·12	0·30	0·56	0·15
		2nd „	0·26	0·21	0·26	0·15	0·16	0·34	0·26	0·11	0·24	0·55	0·16
165*a*	Audit, accounts and pay office „	1st half	0·67	0·85	0·83	0·44	0·49	0·71	1·06	0·39	0·64	1·04	0·54
		2nd „	0·77	0 83	0·82	0·48	0·55	0·70	1·09	0·40	0·64	1·00	0·56
166*a*	Stores Department . . „	1st half	0·18	0·32	0·24	0·15	0·16	0·11	0·22	0·10	0·21	0·36	0·09
		2nd „	0·20	0·32	0·22	0·17	0·18	0·10	0·22	0·09	0·22	0 34	0·08
167*a*	Medical „ . . „	1st half	0·23	0·21	0·20	0·15	0·10	0·17	0·16	0·09	0·12	0·35	0·09
		2nd „	0·25	0 20	0·19	0·16	0·10	0·18	0·17	0·10	0·12	0·33	0·09
168*a*	Rents and miscellaneous . „	1st half	0·26	0·27	0·35	0·24	0·12	0·18	0·29	0·17	0·20	0·47	0·10
		2nd „	0·26	0·24	0·44	0·29	0·12	0·19	0 30	0·14	0·16	0·23	0·09
169*a*	Police . . . . . „	1st half	0·20	0·33	0·22	0·24	0·19	0·39	0·48	0·12	0·16	0·22	0·20
		2nd „	0 23	0 37	0·24	0·28	0·22	0·37	0·51	0·14	0·18	0 40	0·21
170*a*	Advertising . . . . „	1st half	0·02	0·02	0·06	0·02	...	0·02	0·01	0·01	0·02	0·01	0·01
		2nd „	0 06	0·01	0·05	0·01	...	0·01	...	0·01	0·03	0·01	0·01
171*a*	Electric telegraph . . „	1st half	0·88	0·73	1·02	0·69	0·63	0·90	0·53	0·67	0·76	1·07	0·55
		2nd „	1·02	0·81	0·92	0·77	0·75	0·81	0·55	0·67	0·79	0·98	0·59
172*a*	Other charges (net) . . „	1st half	*—0·02*	0·01	0·02	0·02	0·02	0·19	...	0·08	...	...	0·02
		2nd „	0·02	0·01	0·02	0 02	0·02	0·27	...	0·10	0·01	0·04	0·01
173*a*	Total general charges . . „	1st half	3·31	3·36	3·31	2·43	2·17	3·44	3·50	1·82	2·48	5·35	2·20
		2nd „	3·79	3·47	3·16	2·66	2·46	3·53	3·70	1·76	2·39	5·06	2·27
	PER CENT ON TOTAL EARNINGS.												
163*b*	Home expenditure . . *Per cent*	1st half	0·85	0·42	0·15	0·45	0·46	0·57	0·64	0·12	0·12	2·93	0·85
		2nd „	1·12	0·60	...	0·49	0·67	0·91	0·84	...	...	2·63	1·03
164*b*	Agent's office—salaries and expenses . . „	1st half	0·33	0·20	0·45	0·21	0·20	0·52	0·35	0·20	0·51	1·28	0·28
		2nd „	0·41	0·26	0·38	0·23	0·30	0·56	0·37	0·17	0·44	1·22	0·36
165	Audit, accounts and pay office . . . . „	1st half	0·90	0·84	1·36	0·61	0·71	1·02	1·40	0·64	1·09	2·39	1·02
		2nd „	1·19	1·06	1·20	0·71	1·02	1·13	1·50	0·64	1·19	2·24	1·32
166*b*	Stores Department . . „	1st half	0·25	0·32	0·38	0·22	0·23	0·15	0·29	0·16	0·35	0·84	0·17
		2nd „	0 31	0·40	0·35	0 25	0·34	0·16	0·30	0 15	0·42	0·76	0·20
167*b*	Medical „ . . „	1st half	0·30	0·21	0·33	0·20	0·14	0·25	0·22	0·15	0·19	0·80	0·17
		2nd „	0·40	0·26	0·28	0·23	0·19	0·30	0·22	0·15	0·21	0·73	0·22
168*b*	Rents and miscellaneous „	1st half	0·35	0·27	0·57	0·34	0·18	0·26	0·38	0·28	0·34	1·08	0·20
		2nd „	0·40	0·30	0·64	0·44	0·23	0·31	0·42	0·22	0·30	0·53	0·23
169*b*	Police . . . . . „	1st half	0·27	0·33	0·36	0·33	0·28	0·56	0·63	0·19	0·28	0·50	0·37
		2nd „	0·36	0·48	0·36	0·41	0·40	0·60	0·71	0·22	0·34	0·89	0·51
170*b*	Advertising . . . . „	1st half	0·03	0·02	0·09	0·03	0·01	0·02	0·01	0·02	0·04	0·02	0·01
		2nd „	0·09	0·01	0·08	0·02	0·01	0·03	0·01	0·01	0·06	0·01	0·02
171*b*	Electric telegraph . . „	1st half	1·19	0·73	1·64	0·96	0·91	1·29	0·70	1·09	1·30	2·46	1·02
		2nd „	1·58	1·03	1·34	1·14	1·39	1 32	0·75	1·06	1·48	2·20	1·37
172*b*	Other charges (net) . „	1st half	*—0·02*	0·01	0·03	0·02	0·03	0·27	...	0·13	...	...	*—0·12*
		2nd „	0·04	0·02	0·02	0·03	0·03	0·44	...	0·16	0·02	0·08	*—0·10*
173*b*	Total general charges . „	1st half	4·45	3·35	5·36	3·37	3·15	4·91	4·62	2·98	4·22	12·30	3·97
		2nd „	5·90	4·42	4·65	3·95	4·58	5·76	5·12	2·78	4·46	11·29	5·16
	PER CENT ON GROSS EARNINGS.											TABLE G.—SPECIAL AND MISCELLANE	
174	Law charges . . . *Per cent.*	1st half	0·03	0·02	0·03	0·04	0·07	0·05	0·03	...	...	0·11	0·02
		2nd „	0·01	0·02	0·02	0·05	0·04	0·02	0·02	...	...	0·09	0·02
175	Compensation . . „	1st half	0·26	0·19	0·98	0·17	0·33	0·03	0·01	0·24	0·13	0·09	0·19
		2nd „	0·26	0·54	1·01	0·20	0 72	0·15	0·05	0·22	0·23	0 14	0·23
176	Rates and taxes . . „	1st half	0·08	0·26	0·26	0·13	0·14	0·04	0·16	0·13	0·06	0·07	0·03
		2nd „	0·24	0·48	0·58	0·16	0 22	0·25	0·13	0·11	0·08	0·11	0·04
177	Payments to other lines . „	1st half	0·97	0·46	0·49	0·84	0·82	0·41	0·30	0·27	1·18	0·31	2·13
		2nd „	1·36	0·40	0·39	0·46	1·03	0·11	0·37	0·20	1·16	0·89	0·87
178	Other charges (net) . „	1st half	1·37	0·78	1·11	0·24	0·84	1·15	1·19	0·89	1·08	5·65	0·15
		2nd „	1·45	1·19	1·11	0·26	1·60	1·29	1·25	0·85	1·12	5·61	0·31
179	Total special and miscellaneous expenses „	1st half	2·71	1·71	2·87	1·42	2·20	1·68	1·69	1·53	2·45	6·23	2·52
		2nd „	3·32	2·63	3·11	1·13	3·61	1·82	1·82	1·38	2·59	6·84	1·47

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
RGES.																
0·11	0·65		0·58	...	0·39	0·73	0·68	0·59	...	1·38	...	0·07	...	1·23	1st half	163*a*
0·10	0·72		0·89	...	0·44	0·76	0·66	0·65	...	1·32	...	...	4·43	1·16	2nd „	
0·83	0·26		0·31	0·21	0·11	0·28	0·23	0·23	1·58	...	1·12	0·12	...	...	1st half	164*a*
0·82	0·26		0·39	0·29	0·13	0·24	0 25	0·23	1·42	...	1·96	0·11	...	...	2nd „	
1·21	0·59		1·27	0·47	0·47	0·81	0·78	0·63	1·42	0·07	1·58	0·39	...	0·21	1st half	165*a*
1·04	0·60		1·60	0 53	0·53	0 82	0·75	0·64	1·08	0·06	1·12	0·40	0·08	0·19	2nd „	
0·26	0·19		0·26	0·10	0·18	0·16	0·20	0·19	0·13	...	0·14	0·10	...	...	1st half	166*a*
0·25	0·22		0·32	0·11	0·20	0·15	0·21	0·20	0·13	...	0·13	0·09	...	...	2nd „	
0·35	0·19		0·29	0·07	0·11	0·11	0·17	0·16	0·25	0·18	0·38	0·19	...	...	1st half	167*a*
0·33	0·22		0·35	0·08	0 13	0·11	0·16	0·16	0·24	0·16	0·37	0·08	...	...	2nd „	
0·29	0·21		0·31	0·12	0·17	0·26	0·14	0·15	0·21	0·03	0·31	0·13	...	...	1st half	168*a*
0 21	0 22		0·39	0·09	0·18	0·33	0·15	0·16	0·16	0·02	0·23	0·14	...	...	2nd „	
0·61	0·43		0·45	0·09	0·24	0·28	0·26	0·34	...	0·20	0·18	0·42	...	0·32	1st half	169*a*
1·04	0·38		0·58	0·08	0·29	0·31	0 23	0·34	...	0·15	0·26	0·43	0·03	0 25	2nd „	
...	0·02		0·01	...	0·01	0·01	0·01	0·01	...	...	0·12	0·01	..	...	1st half	170*a*
0·11	0·04		0·01	...	0·01	0 02	0·01	0·02	...	...	0·09	0·01	...	...	2nd „	
0·97	0·67		0·58	0·71	0·68	0·51	0·62	0·78	0·95	1·26	0·41	0·64	...	0·57	1st half	171*a*
0·89	0·72		0·74	0·73	0 73	0·59	0·61	0·80	0·91	1·10	0·49	0 67	0·19	0·41	2nd „	
0·02	0·04		0·02	...	0·01	...	0·02	0·01	...	...	...	0·10	...	...	1st half	172*a*
0·01	0·02		0·02	...	0·01	...	0·01	0·01	...	...	0·03	0·10	...	...	2nd „	
4·65	3·25		4·08	1·77	2·37	3·15	3·11	3·09	4·54	3·12	4·24	2·17	...	2·33	1st half	173*a*
4 80	3·40		5·29	1·91	2·65	3·33	3 04	3·21	3 94	2·81	4·68	2·03	4·73	2·01	2nd „	
0·16	1·18		0·95	...	0·71	1·47	1·33	1·25	...	3·64	...	0·46	...	3·72	1st half	163*b*
0·20	1·62		1·97	...	0 86	1·81	1·39	1·59	...	4·14	...	...	5·34	4·10	2nd „	
1·18	0·48		0·52	0·40	0·20	0·55	0·44	0·49	1·85	...	1·70	0·80	...	...	1st half	164*b*
1·70	0·59		0·87	0·68	0·26	0·57	0·53	0·54	2·29	...	2·74	0·67	...	...	2nd „	
1·72	1·08		2·09	0·88	0·86	1·65	1·52	1·35	1·66	0·18	2·41	2·59	...	0·62	1st half	165*b*
2·16	1·34		3·53	1·21	1·06	1·97	1·57	1·54	1·74	0·20	1·56	2·43	0·10	0·68	2nd „	
0·37	0·34		0·43	0·22	0·33	0·30	0·38	0·40	0·16	...	0·21	0·65	...	...	1st half	166*b*
0·51	0·49		0·70	0·24	0·40	0·36	0 44	0·49	0·20	...	0·18	0·56	...	...	2nd „	
0·50	0·35		0·47	0·14	0·21	0·22	0·34	0·34	0·29	0·49	0·57	1·24	...	...	1st half	167*b*
0·68	0·49		0·78	0·18	0·26	0·26	0·33	0·41	0·39	0·51	0·51	0·46	...	...	2nd „	
0·41	0·38		0·51	0·23	0·31	0·53	0·27	0·34	0·25	0·08	0·47	0·92	...	...	1st half	168*b*
0·44	0·49		0·87	0·19	0·34	0·77	0·30	0 39	0·26	0·06	0·33	0·85	...	...	2nd „	
0·86	0·79		0·73	0·15	0·44	0·56	0·50	0·72	...	0·53	0·28	2·76	...	0·97	1st half	169*b*
2·41	0·86		1·29	0·19	0·58	0·74	0·48	0·82	...	0·47	0·36	2·59	0·04	0·88	2nd „	
...	0·03		0·01	...	0·01	0·02	0·03	0·01	...	...	0·18	0·03	...	...	1st half	170*b*
0·03	0·09		0·03	0·01	0·01	0 04	0·02	0 04	...	...	0·12	0·05	...	...	2nd „	
1·38	1·24		0·95	1·36	1·25	1·04	1·22	1·65	1·10	3·32	0·63	4·30	...	1·72	1st half	171*b*
1·83	1·61		1·64	1·68	1·45	1·41	1·28	1·93	1 45	3·45	0·68	4·01	0·23	1·46	2nd „	
0·03	0·07		0·03	...	0·01	...	0·03	0·02	...	...	...	0·64	...	...	1st half	172*b*
0·02	0·05		0·03	...	0·01	...	0·03	0·03	...	...	0·05	0 63	...	...	2nd „	
6·61	5·94		6·69	3·38	4·33	6·34	6·06	6·57	5·31	8·24	6·45	14·44	...	7·03	1st half	173*b*
9·98	7·63		11·71	4·38	5·23	7·93	6·37	7·78	6·33	8·83	6·53	12·25	5·71	7·12	2nd „	
OUS EXPENSES.																
...	0·01		...	0·01	0·01	...	...	0·01	...	...	0·13	...	...	...	1st half	174
0·02	0·03		0·03	0·01	0 01	...	...	0·01	...	...	0·15	...	...	...	2nd „	
0·51	0·07		0·01	0·14	0·18	0·04	0·02	0·07	0·01	0·20	0·21	0·24	...	...	1st half	175
0·11	0·09		...	0·23	0·54	0·07	0·05	0·23	0·07	0·06	0·25	0·13	...	0·02	2nd „	
...	0·82		0·24	...	0·05	0·03	0·25	0·07	...	...	0·88	...	...	...	1st half	176
...	0·53		0·30	...	0·04	0·05	0·19	0·09	...	...	0·02	...	...	...	2nd „	
1·13	...		0·30	1·83	0 17	*—0·01*	0 17	0·13	1·07	0·04	2·46	...	...	...	1st half	177
0·49	...		0·16	1·33	0·01	...	0·18	0·17	1·18	0·12	...	...	...	...	2nd „	
1·19	1·15		0·69	0·50	0·91	1·09	0·67	0·97	0·21	1·56	1·06	4·22	...	0·57	1st half	178
1·22	1·21		1·11	0·55	0·97	0·55	0·85	1·48	0·45	1·50	1·07	3·71	4·24	0·44	2nd „	
2·83	2·05		1·24	2·48	1·32	1·15	1·11	1·25	1·29	1·80	4·74	4·46	...	0·57	1st half	179
1·84	1·86		1·60	2·12	1·57	0·67	1·27	1·98	1·70	1·68	1·49	3·84	4·24	0·46	2nd „	

Included with the 5′ 6″ gauge.

APPEN

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8(*a*) to (*g*).	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	FROM APPENDIX I.												
180	Average number of locomotives on the line . . . *No.*	1st half	297	214	196	939	875	280	59	860	205	87	271
		2nd „	301	227	199	943	906	300	59	863	202	87	278
181	Average miles run per locomotive *per diem* . *Miles.*	1st half	74·54	69·25	71·78	78·43	67·61	62·92	66·25	73·33	84·13	72·59	69·55
		2nd „	68·91	59·19	77·83	72·72	57·79	62·37	64·08	76·63	85·89	76·67	65·42
	lbs. coal per engine-mile (coal burning engines)—												
182	Coaching . . . . *lbs.*	1st half	46·60	49·78					42·15				
		2nd „	44·88	48·59					48·70				
183	Goods . . . . . „	1st half	64·05	47·85	45·13	51·96	53·55	51·00	50·05	51·02	47·94	43·50	37·22
		2nd „	78·10	46·38	47·49	51·63	54·19	51·37	52·98	52·35	49·52	39·18	32·55
184	Mixed . . . . „	1st half	...	54·04					48·60				
		2nd „	...	46·80					50·07				
	lbs. wood per engine-mile (wood burning engines)—												
185	Coaching . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—												
188	Coaching . . . *Tons*	1st half	206·24	183·98	195·23	240·82	180·13	154·50	130·76	251·98	169·33	116·18	176·67
		2nd „	215·53	180·21	200·45	238·14	176·58	144·37	128·02	267·00	171·17	122·72	153 95
189	Goods . . . . . „	1st half	479·09	639·58	443·17	552·79	388·86	308·94	349·16	312·97	197·96	203·92	229·62
		2nd „	463·58	529·34	528·12	553·85	343·01	285·71	381·37	428·31	344·66	237·87	207·93
190	Mixed . . . . . „	1st half	397·50	214·56	172·13	223·45	...	361·94	290·22	288·09	353·67	157·74	199·10
		2nd „	417·75	191·88	186·49	237·95	...	343·04	298·35	392·45	175·42	167·58	176·67
	Average through speed of trains—												
191	Coaching . *Miles per hour*...	1st half	29·21	22·89	19·07	26·80	23·90	21·03	22·73	21·00	30·31	...	17·00
		2nd „	29·64	22·97	19·07	27·00	24·03	20·88	23·34	20·85	30·31	...	17·00
192	Goods . „	1st half	11·93	9·96	15·00	16·00	10·27	10·80	10·66	11·00	9·19	...	9·50
		2nd „	10·68	9·95	15·00	16·00	11·65	11·10	10·79	11·00	9·43	...	9·50
193	Mixed . „	1st half	17·63	15·85	14·30	16·70	15·31	11·50	14·05	14·69	16·79	13·12	12·20
		2nd „	17·04	15·18	14·30	17·00	15·22	11·00	13·66	14·50	16·35	13·12	12·20
	FROM APPENDIX II.												
194	Average mileage *per diem* of coaching vehicles, including brakes . . . *Miles*	1st half	112,934	108,257	81,598	360,000	317,314	100,290	18,351	380,924	104,770	38,963	143,002
		2nd „	116,912	109,654	87,302	356,413	323,531	103,377	18,339	411,877	95,006	41,314	172,636
195	Goods ditto ditto „	1st half	310,778	218,609	122,119	1,170,352	759,605	193,399	50,991	672,688	155,973	54,259	269,285
		2nd „	266,462	148,903	162,831	1,083,638	563,409	180,723	45,672	796,774	162,295	62,130	225,602
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . . . *Years*	1st half	6·67	10·11	8·00	8·91	...	6·09	...	8·14	12·33	...	9·05
		2nd „	...	10·46	8·00	9·12	...	6·22	...	7·66	12·22	...	9·33
197	Iron . . . . . „	1st half	11·09	14·84	12·00	...	...	...	...	12·58	15·66	...	...
		2nd „	11·26	11·26	12·50	...	...	...	...	12·78	15·89	...	...
	Percentage of removals—												
198	Wood . . . *Per cent.*	1st half	8·49	2·04	4·69	2·82	5·87	4·38	...	3·40	0·92	3·81	1·77
		2nd „	...	3·21	3·92	2·48	66·87	5·06	...	2·90	1·96	4·22	2·30
199	Iron . . . „	1st half	13·26	0·32	1·51	2·55	0·36	...	...	7·01	4·29	...	...
		2nd „	3·40	0·40	0·51	1·87	7·62	...	...	2·14	6·18	...	...

DIX 18—*concluded.*

***system during each half-year of 1907*—concld.**

AS APPENDICES TO THE ANALYSIS.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					GAUGE.	Serial number.
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
27	248	154	51	52	456	46	247	237	3	25	15	30	...	4	1st half	180
29	262	155	45	58	464	49	247	244	3	28	24	28	4	4	2nd ,,	
79·53	73·88	63·59	65·10	73·37	62·11	74·46	59·64	65·70	53·19	60·98	44·22	45·67	...	45·47	1st half	181
79·54	70·13	68·01	57·72	62·95	56·75	65·91	62·15	61·93	52·66	58·91	27·85	47·01	16·87	45·16	2nd ,,	
			29·55												1st half	182
			32·84												2nd ,,	
			32·30												1st half	183
25·32	35·76	31·04	31·44	38·77	31·51	...	29·72	34·45	34·53	52·98	65·01	15·61	...	26·40	2nd ,,	
24·54	33·88	32·90	30·34	39·64	31·33	...	31·68	36·31	30·90	51·82	59·55	17·39	25·48	30·02	1st half	184
			31·40												2nd ,,	
...	...	...	...	...	...		...		...	...	...	...	...	...	1st half	185
...	...	...	...	...	...		...		...	...	...	...	...	...	2nd ,,	
...	...	...	...	...	...	91·02	...		...	...	...	...	...	...	1st half	186
...	...	...	...	...	...	81·80	...		...	...	...	...	...	...	2nd ,,	
...	...	...	...	...	...		...		...	...	...	...	...	...	1st half	187
...	...	...	...	...	...		...		...	...	...	...	...	...	2nd ,,	
100·20	161·18	145·11	*56·16	128·24	115·99	...	86·19	84·83	...	...	50·00	...	...	...	1st half	188
62·60	166·55	115·77	*57·22	87·57	115·09	...	89·66	83·86	...	...	51·83	90·60	...	...	2nd ,,	
189·48	189·73	232·02	200·43	92·48	257·58	...	179·82	198·36	...	138·54	50·00	24·10	...	83·69	1st half	189
188·78	167·40	261·47	185·28	98·36	267·63	...	168·72	187·38	...	138·58	40·77	34·13	83·16	115·25	2nd ,,	
141·53	186·88	154·33	149·10	109·36	137·25	...	161·86	167·99	...	153·70	...	44·81	...	64·75	1st half	190
132·13	182·45	163·43	138·37	105·64	137·32	...	141·80	158·71	...	153·23	...	49·03	129·41	63·30	2nd ,,	
20·65	18·75	19·28	10·36	...	17·65	16·56	18·00	18·15	...	...	10·00	...	...	...	1st half	191
20·65	18·72	19·28	10·36	...	17·74	15·80	18·00	18·36	...	...	8·65	...	...	...	2nd ,,	
11·26	9·71	11·16	11·19	10·56	9·62	10·05	9·50	7·36	...	9·69	10·00	8·85	...	...	1st half	192
11·26	9·35	11·16	11·42	11·71	9·62	9·83	9·50	7·91	...	8·90	7·64	8·61	6·39	...	2nd ,,	
12·64	13·13	15·00	14·09	14·16	14·38	13·06	12·00	12·32	...	11·33	...	9·80	...	10·21	1st half	193
12·64	12·71	15·00	14·16	14·96	14·47	13·10	12·00	12·54	...	11·08	...	9·89	8·75	10·49	2nd ,,	
24,406	125,493	73,342	16,501	34,851	219,169	23,666	136,069	97,479	2,296	5,689	2,428	5,326	...	847	1st half	194
26,692	126,048	81,185	17,037	36,473	224,289	21,728	136,436	96,842	2,316	11,822	2,494	5,730	382	930	2nd ,,	
24,925	227,369	164,780	38,278	46,323	454,999	31,713	137,392	192,732	1,589	9,845	2,550	5,527	...	1,693	1st half	195
16,895	200,500	118,307	20,701	87,603	370,243	29,406	134,116	175,266	1,103	21,001	2,240	6,680	894	1,583	2nd ,,	
12·51	11·79	10·50	...		8·50	11·26	8·94	11·00	...	...	...	5·09	...	...	1st half	196
12·90	10·81	10·50	...	13·50	9·00	11·66	9·21	11·00	...	...	1·80	5·57	0·56	...	2nd ,,	
16·89	...	14·00	...	14·00	20·50	...	17·38	19·00	...	...	...	4·72	...	...	1st half	197
17·35	...	14·00	...		21·00	...	17·63	19·00	...	...	...	5·23	...	...	2nd ,,	
3·42	3·77	3·99	...		3·16	0·81	30·47	2·31	...	...	...	0·05	...	...	1st half	198
0·75	3·80	2·00	...	0·25	2·60	0·82	4·24	2·17	2·20	...	0·66	0·29	...	...	2nd ,,	
0·34	...	6·35	...	0·29	...	...	1·56	2·12	...	...	...	...	...	...	1st half	199
0·10	...	31·83	...		0·23	...	0·93	2·12	...	...	...	...	...	...	2nd ,,	

* Of local trains only.

APPEN

Rolling-stock under different heads on each

GAUGE.	5′ 6″									3′ 3⅜″									
NUMBER.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) &(*b*)	10	11	12	13	14	15	16	3 (*b*) & (*c*)	7 (*c*)	17
Railway.	B. N.	B. B. &C. I.	E.B.S.	E. I.	G.I.P.	M.	N.G.S.	N. W.	O.&R.	A.B.	B. & N.W.	B. D.	B.G. J.P.	B.	D.	D.S.	E. B. S.M.	H. G. V.	J. B.
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
Engines.																			
Engines { Passenger	74	87	78	182	256	64	12	264	94	} 87	{ 49	} 10	37	{ 36	} 2	26	{ 68	} 55	54
Engines { Goods and mixed ...	230	148	128	761	632	234	49	601	114		{ 240			{ 230			{ 88		
TOTAL ENGINES ...	304	235	206	943	888	298	61	865	208	87	289	10	37	266	2	26	156	55	54
Coaching vehicles.																			
Saloons, Royal and State ...	...	...	...	4	...	2	14	9	...	4	3	...	...	2	...	...	2	3	4
Saloons, ordinary	2	13	21	...	...	...	...	...	...	2	13	4	2	9	...	...	20	...	...
Reserved carriages	18	9	2	43	7	12	6	65	24	...	6	...	7	30	...	...	...	8	...
Inspection carriages	1	...	...	...	1	9	...	...	1	8	...	1	...	...	...	...	...	...	6
Family carriages	...	...	...	...	8	4	2	...	2	...	...	...	5	1	...	...	...	...	3
Dining cars	1	...	...	3	13	...	...	4	3	3	3	2	...	1	...	...	5	...	4
First class carriages { 4-wheeled ...	26	1	14	87	92	37	9	82	40	1	9	...	10	27	...	10	14	...	4
First class carriages { 6-wheeled ...	...	...	...	...	...	1	...	...	...	...	...	3	...	...	...	...	...	8	...
First class carriages { Bogie ...	...	...	...	2	6	...	...	...	...	...	31	...	...	...	...	...	...	...	...
Composite, first and second class. { 4-wheeled ...	46	12	57	64	87	68	12	103	56	4	28	1	6	27	...	...	50	11	20
Composite, first and second class. { 6-wheeled ...	...	4	...	...	...	...	...	...	...	...	12	5	...	...	...	...	...	...	...
Composite, first and second class. { Bogie ...	9	26	16	39	46	...	...	23	10	18	16	...	3	15	...	...	3	2	...
Composite, first, second and third class { 4-wheeled ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Composite, first, second and third class { Bogie ...	2	...	...	...	18	7	...	57	...	19	...	...	5	33	...	...	...	...	...
Other composite carriages ...	5	3	12	88	8	8	...	32	10	...	...	...	10	11	2	...	5	...	4
Second class ... { Ordinary ...	28	18	15	77	144	79	10	91	33	...	38	1	8	39	...	...	16	10	6
Second class ... { Bogie ...	...	15	...	...	1	...	...	...	...	...	...	...	...	...	...	...	4	...	...
Second class with postal accommodation.	...	...	...	...	22	...	...	...	...	...	...	...	5	...	...	...	...	...	...
Intermediate class { 4-wheeled ...	26	4	28	71	...	4	...	128	39	...	...	..	10	...	...	...	45	...	17
Intermediate class { 6-wheeled ...	...	1	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...
Intermediate class { Bogie ...	...	12	6	17	...	...	...	12	...	...	...	...	4	...	...	...	2	...	...
Intermediate class { Ambulance ...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Composite, intermediate and third class.	15	...	38	39	...	7	...	110	31	...	78	2	...	...	...	...	42	...	3
Intermediate and postal carriages...	3	5	6	...	...	...	...	18	...	...	...	2	...	...	...	..	3	...	...
Intermediate, third and postal carriages.	1	...	3	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Third class carriages without brakes. { 4-wheeled ...	...	114	194	670	596	514	64	67	1	...	213	2	120	227	8	45	232	...	65
Third class carriages without brakes. { 6-wheeled ...	...	39	...	...	...	...	...	...	...	...	141	21	...	...	...	...	...	65	...
Third class carriages without brakes. { Bogie ...	...	106	60	174	90	9	...	...	...	...	6	...	13	197	...	...	80	2	22
Third class carriages without brakes. { Ambulance ...	...	15	...	92	16	58	...	174	...	...	...	...	...	54	...	...	...	...	...
Third class carriages with brakes. { 4-wheeled ...	295	10	...	29	129	9	...	200	89	...	2	...	...	8	...	...	7	...	4
Third class carriages with brakes. { 6-wheeled ...	...	...	...	...	...	...	...	...	...	...	217	...	...	...	...	...	...	...	...
Third class carriages with brakes. { Bogie ...	93	24	...	88	47	...	...	385	26	87	84	...	...	37	...	...	...	1	5
Third class carriages with brakes. { Ambulance...	21	...	...	...	22	...	...	263	207	...	...	...	...	...	...	...	...	...	...
Third class and postal vans ...	14	12	3	53	31	12	5	52	33	16	19	1	4	47	...	...	8	4	10
Passenger brake-vans	35	41	46	168	130	...	6	474	98	...	211	15	23	102	2	6	65	...	28
Brake-vans with { Intermediate class	...	...	16	...	...	...	...	...	...	65	...	...	...	...	...	...	...	...	...
Brake-vans with { Third class ...	81	...	25	...	...	44	...	99	7	...	...	...	...	51	...	...	...	...	...
Brake-vans fitted with postal compartments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Postal vans	...	...	1	18	9	9	...	10	...	...	...	...	...	5	...	...	3	...	...
Composite, postal and other carriages	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prison vans	...	...	...	...	8	...	...	...	...	...	...	...	...	3	...	...	4	...	...
Carriage trucks	4	6	9	39	55	27	2	42	...	...	5	...	6	1	...	...	5	...	...
Horse boxes	16	18	22	75	114	56	10	142	43	16	30	1	5	37	...	3	14	10	12
Luggage vans	31	32	26	51	127	41	6	61	43	12	1	...	...	17	...	4	10	...	...
Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Milk vans	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fish vans	...	...	31	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...	...
Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...
Miscellaneous	17	...	9	...	...	...	...	2	...	1	...	...	...	54	...	2	13	...	...
TOTAL COACHING VEHICLES ...	790	540	715	1,952	1,841	1,012	146	2,723	800	259	1,198	63	246	1,035	12	72	675	124	217

DIX 22.

railway at the close of the calendar year 1907.

3′ 3⅜″							2′ 6″																2′ 0″						
18	6 (e) & (f)	2 (h) to (n)	19 (a) & (b)	20	21	22	23	24	25	26	3 (b) & (d)	2 (o) & (p)	1 (b) (e) & (f)	8 (h) to (j)	5 (g) & (h)	18	1 (c)	1 (d)	19 (c)	29	30	31	8 (k)	33	5 (g)	34	35	36	5 (h)	
M. R. W. (22)	N.& S.C. (23)	R.M. (24)	R. & K. (25)	S. I. (26)	S. M. (27)	U. C. (28)	B. B. L. (29)	B. L. (30)	B. B. (31)	C. (32)	E.B. S.M. (33)	G. D. & R. (34)	J.G.E. P.R. & R. D. (35)	K.S., K.K. T. & N. D. (36)	M.D & TK (37)	M. R. W. (38)	M. B. (39)	P. L. L. (40)	P. W. L. (41)	S. S. (42)	B. P. (43)	T. B. (44)	D. L (45)	D. H. (46)	G. L. (47)	H. A. (48)	H.S. (49)	J. (50)	M. T. H. (51)	
3 2	18	151 313	54	83 165	38 206	1 2	4	7	4	3	15	11	18 22	54	6	4 1	3	3	5	8	5	3	7	17	18	12	4	9	5	
5	18	464	54	248	244	3	4	7	4	3	15	11	40	54	6	5	3	3	5	8	5	3	7	17	18	12	4	9	5	
...	1	5	...	3	6	...	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	
...	...	4	...	2	...	...	...	...	...	...	2	...	...	...	...	3	...	...	...	1	...	...	...	3	2	...	...	...	2	
...	...	...	4	...	12	...	1	...	...	...	...	...	3	7	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	
...	...	15	2	16	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	...	
3	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	3	2	1	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	94	6	4	44	...	...	...	1	1	...	...	...	15	...	...	2	...	...	...	...	...	...	19	...	...	...	...	15	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	2	...	3	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	4	...	...	2	...	
5	1	63	8	60	54	3	2	...	1	...	6	...	2	4	...	4	...	...	3	...	2	...	...	7	...	4	...	...	...	
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	2	37	6	4	18	...	...	...	...	...	...	...	...	...	4	...	...	...	3	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	2	...	...	42	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	17	...	9	8	...	...	7	...	...	5	...	6	...	...	...	2	1	...	...	1	5	...	2	4	...	2	6	...	
3	...	64	6	28	37	1	...	...	...	...	...	1	...	10	...	4	...	...	...	...	...	...	...	24	3	...	...	...	7	
...	...	...	...	1	...	...	...	...	...	...	...	6	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
30	...	39	3	...	...	2	1	...	2	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	6	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	15	11	...	...	...	...	...	...	...	2	...	1	5	...	...	...	...	...	2	...	...	...	...	...	2	2	...	...	
...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
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...	...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	3	...	...	...	7	...	...	...	...	...	11	...	...	
...	...	480	49	511	210	11	15	24	11	...	25	...	14	22	...	15	...	...	10	18	11	...	...	...	28	58	14	...	6	
...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	26	216	...	...	53	...	...	...	...	1	...	...	...	...	10	13	3	...	...	...	...	...	...	...	14	...	...	...	...	
...	...	5	...	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	98	8	...	237	3	...	...	3	...	...	...	...	39	...	...	...	...	...	..	3	...	...	39	...	...	...	...	...	
...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	60	26	186	19	...	...	...	8	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	82	1	28	31	1	1	...	1	...	2	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
4	...	263	21	...	...	3	...	...	...	1	...	2	...	32	...	4	...	3	...	...	3	...	...	...	4	7	1	...	...	
...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	
...	4	...	2	46	180	...	3	1	...	...	7	...	3	1	7	...	...	...	4	9	...	...	...	...	10	...	1	...	...	
...	...	...	21	6	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	3	...	...	...	...	...	...	2	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	
...	3	...	6	...	...	...	...	...	...	...	...	...	1	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	5	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	3	38	...	5	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2	3	82	10	30	47	1	...	...	...	...	...	2	2	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	
...	...	21	...	82	22	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	1	...	12	10	...	...	...	...	...	1	1	13	6	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	
53	47	1,676	227	1,096	1,011	26	23	41	20	3	56	41	84	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	

APPEN

Rolling-stock under different heads on each

GAUGE.	5′ 6″									3′ 3⅜″									
NUMBER.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10	11	12	13	14	15	16	3 (*b*) & (*c*)	7(*c*)	17
Railway.	B. N.	B.B. & C.L.	E.B.S.	E. I.	G.I.P.	M.	N.G.S.	N. W.	O.&R.	A. B.	B. & N.W.	B. D.	B. G. J. P.	B.	D	D.S.	E. B. S. M.	H. G. V.	J. B.
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
Goods vehicles.																			
Covered goods wagons, bogie. Ordinary	...	...	...	...	...	...	...	...	...	100	200	...	...	601	...	...	401	...	6
Covered goods wagons, bogie. Military	...	...	...	...	...	...	...	528	...	...	...	...	...	75	...	...	...	...	...
Covered goods wagons, 4-wheeled. Ordinary	2,860	1,352	2,560	8,991	7,816	1,036	71	3,078	2,151	1,463	5,380	263	153	3,266	4	223	2,203	440	706
Covered goods wagons, 4-wheeled. Military	1,278	1,428	1,382	...	...	1,913	90	6,488	2,733	...	...	...	145	20	...	...	458	150	...
High-sided wagons, Bogie	...	...	...	...	50	...	10	70	...	25	...	...	...	16	...	...	...	2	...
High-sided wagons, 4-wheeled	...	1,003	1	3,536	3,578	1,440	826	1,072	...	127	...	...	...	60	...	744	...	260	...
Medium-sided wagons, Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...	...
Medium-sided wagons, 4-wheeled	200	443	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...
Low-sided wagons, bogie. Ordinary	...	...	...	...	...	...	...	102	...	...	28	...	20	115	...	70	54	...	152
Low-sided wagons, bogie. Military	...	105	...	...	...	...	...	140	...	...	...	...	...	...	...	...	...	...	...
Low-sided wagons, 4-wheeled. Ordinary	190	1	69	5,608	25	...	...	576	162	300	467	56	565	...	...	...	215	...	135
Low-sided wagons, 4-wheeled. Military	156	146	367	...	...	229	...	1,241	374	...	...	...	...	286	...	...	228	...	...
Coal or coke wagons	3,434	100	33	1,357	...	20	...	...	110	...	...	...	...	38	...	...	...	...	...
Cattle wagons	...	...	1	13	...	1	...	24	...	4	...	1	6	166	...	...	...	...	35
Accident vans	14	16	13	53	39	18	...	...	...	5	...	...	...	14	...	...	9	...	...
Platform wagons	35	...	...	43	...	3	...	12	...	...	2	...	...	...	...	...	5	...	...
Powder vans	6	7	5	31	24	9	...	50	8	3	1	...	2	12	...	1	2	...	1
Timber trucks	82	20	15	85	191	229	10	49	...	35	279	24	22	95	...	54	190	20	...
Bolster trucks. Double	...	...	...	...	...	...	...	271	...	...	...	...	...	181	...	...	...	...	...
Bolster trucks. Single	104	...	59	...	50	...	...	...	...	16	...	...	...	150	...	...	...	...	...
Ballast wagons	76	480	33	289	406	153	64	...	...	110	...	...	74	245	...	...	50	83	...
Goods brake-vans	193	134	56	604	607	249	43	...	61	15	...	...	18	83	...	21	40	50	7
Travelling oil tanks	31	20	28	89	31	45	...	51	12	3	7	...	2	2	...	...	14	1	...
Travelling water tanks	...	25	8	...	11	10	3	72	1	...	...	...	1	23	...	...	...	1	17
Travelling gas holders	8	8	3	3	18	12	2	15	8	8	...	...	...	...	...	...	4	2	...
Travelling cranes	11	4	8	31	58	15	2	52	17	15	19	3	2	31	...	2	13	2	...
Miscellaneous	31	8	18	9	1	17	7	15	7	12	9	1	56	135	...	...	22	6	...
TOTAL GOODS VEHICLES	8,709	5,300	4,659	20,742	12,905	5,399	1,128	13,906	5,644	2,241	6,392	348	1,066	5,924	10	1,115	3,908	1,017	1,058
Motor cars	...	2	...	5	2	3	...	1	2	...	...	...	...	2	..	...	...	...	1
LOWER CLASS CARRIAGES FITTED																			
Intermediate class	...	18	7	71	...	...	...	...	...	...	...	...	14	...	...	...	...	...	20
Composite, intermediate & 3rd class.	...	1	19	61	...	...	...	...	...	...	...	3	...	5	...	...	22	...	22
Third class	42	127	4	286	106	99	...	...	45	19	...	...	44	52	...	...	...	...	87
TOTAL	42	146	30	418	106	99	...	...	45	19	...	3	58	57	...	...	22	...	129
LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																			
Intermediate class	26	18	27	81	...	4	...	140	39	55	...	...	14	...	...	...	45	...	20
Composite, intermediate & 3rd class.	35	1	36	71	95	63	...	132	29	...	...	3	...	64	...	...	42	...	22
Third class	82	127	127	304	233	135	64	740	191	42	...	...	44	202	...	12	298	68	87
TOTAL	143	146	190	456	328	202	64	1,012	259	97	...	3	58	266	...	12	385	68	129

N.B.—In the above statement the few six-wheeled wagons in

DIX 22—*concld.*

railway at the close of the calendar year 1907.

3′ 3⅜″							2′ 6″																2′ 0″							
18	6(e) & (f)	2 (h) to (n)	19(a) & (b)	20	21	22	23	24	25	26	3 (b) & (d)	2 (o) & (p)	1 (b), (e) & (f)	8 (h) to (j)	6 (g) & (h)	18	1 (c)	1 (d)	19 (c)	29	30	31	8 (k)	33	5 (g)	34	35	38	5 (h)	Items.
M. R. W.	N. & S.C.	R. M.	R. & K.	S. I.	S.M.	U. C.	B. B. L.	B. L.	B. B.	C.	E.B. S.M.	G. D. & B.	J.G. E., P. R. & R.D.	K.S., K.K. T. & N. D.	M.D & T.K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S.S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)
...	75	471	345	75	85	...	...	67	2	...	...	...	268	69	24	10	2	2	1	...	...	...	...	...	...	...	...	42	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
29	...	3,554	768	2,105	3,526	25	6	...	14	...	103	55	20	104	...	10	2	...	57	50	20	30	...	70	124	14	4	...	...	39
...	...	1,138	...	259	193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15	48	...	...	22	57	...	...	5	...	...	...	...	...	13	24	9	...	...	...	...	...	2	...	...	2	10	...	22	...	40
25	...	134	...	788	170	...	...	...	12	14	...	...	...	61	...	...	...	...	...	100	...	12	...	162	55	14	4	...	24	41
...	6	...	...	...	...	...	...	...	...	...	...	...	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	150	...	...	144	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	227	212	20	...	...	...	59	...	14	...	96	25	17	...	38	10	12	...	...	27	...	...	...	...	...	...	...	...	
...	7	953	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	12	30	...	429	10	19	...	14	...	40	83	30	...	...	...	2	2	3	...	...	6	...	6	10	4	...	2	...	
...	...	1,202	...	...	...	...	...	...	...	...	...	...	...	69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	350	...	...	...	...	...	...	...	65	69	...	...	...	...	...	...	...	...	336	...	...	...	...	...	...	46
...	...	...	...	6	28	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
1	...	16	7	...	13	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	48
...	...	...	...	4	45	...	...	...	...	...	1	...	3	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	1	35	2	7	13	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	8	78	76	33	127	...	...	...	...	...	37	...	37	4	...	..	...	...	2	...	...	2	...	6	...	...	...	...	...	51
...	...	...	...	38	30	...	...	...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	
...	...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	52
...	22	...	...	522	...	...	...	2	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	100	...	...	...	...	53
2	10	...	...	84	45	...	...	...	...	...	7	9	3	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	54
...	4	21	...	24	8	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	23	18	...	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57
...	...	27	12	8	21	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	58
...	...	1	...	6	20	...	...	...	...	...	...	2	...	...	...	...	...	...	8	...	...	...	...	9	...	...	...	13	...	59
72	181	8,019	1,452	4,024	5,412	35	25	134	42	28	300	246	555	591	48	70	16	16	71	150	47	52	336	253	293	42	8	80	24	60
...	...	...	2	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61

WITH CLOSETS FOR FEMALES.

...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	16	1	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	...	29	64	65	15	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	5	...	...	...	...	
...	22	...	45	65	65	17	...	4	...	...	...	...	...	...	...	6	...	...	...	...	...	..	..	...	5	...	...	...	...	62

ACCOMMODATION, INCLUDING (ITEM 62) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

20	...	39	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	5	104	16	27	...	...	...	4	...	...	2	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	237	29	157	164	15	...	...	...	...	...	...	...	8	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	
20	27	380	45	184	164	17	...	4	...	...	2	...	...	8	4	6	...	...	...	...	...	...	...	4	5	...	...	...	...	63

se on Indian railways have been included with four wheeled wagons.

APPEN

Number of, outlay on, an

Progressive No.	GAUGE.	5′ 6″						
	NUMBER.	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*f*).	6 (*a*) to (*d*).	7 (*a*) & (*b*).
	Particulars.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M.	N. G. S.
1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	ENGINES.							
	(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)							
1	Passenger engines ... Number at close of 1906	77	88	71	158	225	54	5
2	Passenger engines ... Number added in 1907	—3	—1	7	24	31	10	7
3	Passenger engines ... Number at close of 1907	74	87	78	182	256	64	12
4	Goods and mixed engines Number at close of 1906	214	132	129	788	637	218	56
5	Goods and mixed engines Number added in 1907	16	16	—1	—27	—5	16	—7
6	Goods and mixed engines Number at close of 1907	230	148	128	761	632	234	49
7	Total number of locomotives on the 31st December 1907	304	235	206	943	888	298	61
8	Number per mile of line open of all classes	0·18	0·25	0·41	0·38	0·32	0·20	0·17
9	Average mileage run by each *per annum*. Passenger	32,935	29,242	29,186	37,591	29,819	32 830	27,479
10	Average mileage run by each *per annum*. Goods	17,277	11,640	24,441	25,074	20,123	17,514	22,086
11	Average mileage run by each *per annum*. All classes	25,736	21,934	26,219	27,488	22,918	20,727	22,726
12	Average mileage run by each *per diem*. Passenger	90	80	80	103	81	104	75
13	Average mileage run by each *per diem*. Goods	47	32	67	69	55	52	61
14	Average mileage run by each *per diem*. All classes	71	60	72	75	63	63	62
15	Ton mileage hauled per engine, in thousands of tons	8,256	7,513	6,464	9,767	7,058	5,683	6,868
16	Average under repairs or renewals at any one time	43	35	22	90	184	74	10
17	Total value, in thousands of rupees	1,54 23	95,44	...	...	3,44,91	...	24,31
18	Total value per mile of line open	8,895	10,251	...	...	12,258	...	6,912
	COACHING STOCK.							
	(In the table below where the value of coaching stock is not shown it is included with that of goods.)							
19	Number at close of 1906	*764	*512	*663	*1,891	*1,797	*978	*146
20	Number added in 1907	26	28	52	61	44	34	...
21	Number at close of 1907	790	540	715	1,952	1,841	1,012	146
22	Number per mile of line open. 1st class	0·05	0·05	0·14	...	0·07	...	0·10
23	Number per mile of line open. 2nd class	0·03	0·06	0·11	...	0·08	...	0·05
24	Number per mile of line open. Intermediate class	0·02	0·02	0·17	...	...	...	...
25	Number per mile of line open. 3rd class	0 28	0·34	0·58	...	0 30	...	0 19
26	Number per mile of line open. All other classes	0 07	0·11	0 41	...	0·20	...	0·07
27	Number per mile of line open. Total of all classes	0·45	0·58	1·41	0·79	0·65	0·68	0·41
28	Average mileage run by each *per annum*. 1st class	36,253	...	35,232	...	67,307	...	...
29	Average mileage run by each *per annum*. 2nd class	55,342	...	47,656	...	59,287	...	...
30	Average mileage run by each *per annum*. Intermediate class	67,496	...	51,118	...	...	...	...
31	Average mileage run by each *per annum*. 3rd class	51,306	...	52,914	...	72,006	...	...
32	Average mileage run by each *per annum*. All other classes	52,295	...	27,237	...	51,185	...	...
33	Average mileage run by each *per annum*. Total of all classes	50,955	77,037	43,082	75,086	63,464	38,934	47,081
34	Average mileage run by each *per diem*	140	211	118	207	174	107	129
35	Freight ton-mileage per vehicle, in thousands of tons	51	80	36	69	54	42	42
36	Average under repairs or renewals at any one time	111	73	57	228	226	59	17
37	Total value, in thousands of rupees	81,48	42,99	...	...	1,42,93	...	7,58
38	Total value per mile of line open	4,699	4,618	...	...	5,080	...	2,154
	GOODS STOCK.							
39	Number at close of 1906 Covered wagons	3,776	2,717	3,376	8,991	7,686	2,901	161
40	Number at close of 1906 Open ,,	3,725	2,308	483	10,142	4,059	1,762	809
41	Number at close of 1906 Timber trucks, including bolster trucks	50	20	90	...	241	185	10
42	Number at close of 1906 All other classes	*273	*219	*166	*846	*758	*322	*121
43	Number at close of 1906 Total of all classes	*7,824	*5,264	*4,115	*19,379	*12,744	*5,169	*1,101
44	Number added in 1907 Covered wagons	362	63	566	600	130	49	...
45	Number added in 1907 Open ,,	331	—30	20	648	...	80	91
46	Number added in 1907 Timber trucks, including bolster trucks	136	...	—16	85	...	44	...
47	Number added in 1907 All other classes	56	3	—26	30	31	57	—64
48	Number added in 1907 Total of all classes	885	36	544	1,363	161	230	27
49	Number at close of 1907 Covered wagons	4,138	2,780	3,942	8,991	7,816	2,949	161
50	Number at close of 1907 Open ,,	4,056	2,278	503	10,790	4,059	1,342	900
51	Number at close of 1907 Timber trucks, including bolster trucks	186	20	74	85	241	229	10
52	Number at close of 1907 All other classes	329	222	140	876	789	379	57
53	Number at close of 1907 Total of all classes	8,709	5,300	4,659	20,742	12,905	5,399	1,123
54	Number of all classes per mile of line open	5·02	5·69	9·18	8·89	4·62	3 62	3·21
55	Average mileage run by each *per annum*	15,814	12,832	10,394	19,261	18,687	12,022	18,311
56	Average mileage run by each *per diem*	43	35	28	53	51	33	50
57	Average tare in tons ... Covered wagons	8·12	6·97	8 12	7·48	7·67	7·55	7·36
58	Average tare in tons ... Open ,,	8·03	6·61	7·06	6·85	6·80	6·75	6·99
59	Average carrying capacity in tons. Covered wagons	15·81	14·76	13·89	15·25	15 04	14·52	14·19
60	Average carrying capacity in tons. Open ,,	18·28	14·41	15·93	15·40	14·02	14 13	18·14
61	Average load of a goods vehicle, loaded and empty, per mile	7·73	7·58	5·23	7·37	6·95	5·79	7·72
62	Freight ton-mileage per vehicle, in thousands of tons.	89	95	57	136	121	68	111
63	Average under repairs or renewals at any one time	185	334	217	984	843	242	87
64	Total value, in thousands of rupees	2,46,98	1,10,98	...	...	2,71,60	...	31,30
65	Total value per mile of line open	14,243	11,921	...	...	9,652	...	8,902
66	Grand total value of rolling-stock, in thousands of rupees	4,82,69	2,49,41	2,51,05	12,84,47	7,59,44	3,03,55	63,19
67	Grand total value of rolling-stock per mile of line open	27,837	26,790	49,470	51,968	26,990	26,302	17,968

* Revised figures.

DIX 23.

work done by, rolling-stock.

5′6″		3′3¾″													Progressive No.
8 (*a*) to (*g*).	9 (*a*) & (*b*).	10	11	12 (*a*) & (*b*).	13	14	15	16	3 (*b*) & (*c*).	7 (*c*).	17	18	6 (*e*) & (*f*).	2 (*h*) to (*n*).	
N. W.	O. & R.	A. B.	B.&N.W.	B. D.	B.G.J.P.	B.	D.	D. S.	E.B.S.M.	H. G. V.	J. B.	M.R.W.	N.& S. C.	R. M.	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

261	65	...	45	...	...	28	...	...	68	...	...	3	...	145	1
3	29	...	4	...	...	8	...	...	...	...	...	...	...	6	2
264	**94**	...	**49**	...	...	**36**	...	...	**68**	...	...	**3**	...	**151**	3
559	140	87	226	10	37	231	2	26	82	55	48	2	18	303	4
42	—26	...	14	...	...	—1	...	...	6	...	6	...	...	10	5
601	**114**	**87**	**240**	**10**	**37**	**230**	**2**	**26**	**88**	**55**	**54**	**2**	**18**	**313**	6
865	203	87	289	10	37	266	2	26	156	55	54	5	18	464	7
0·20	0·16	0·11	0·17	0·06	0·08	0·18	0·42	0·30	0·20	0·14	0·07	0·07	0·22	0·22	8
...	33,911	...	28,876	...	...	33,283	...	...	25,802	...	...	22,607	...	25,386	9
...	18,701	...	17,027	...	...	19,663	...	...	20,690	...	...	13,039	...	19,610	10
27,254	30,537	26,931	23,384	26,501	22,092	25,860	7,968	16,776	22,918	19,615	25,228	19,211	15,281	21,490	11
...	93	...	79	...	...	91	...	...	71	...	...	62	...	69	12
...	51	...	47	...	...	54	...	...	57	...	...	36	...	54	13
75	84	74	64	73	61	71	24	46	63	54	69	58	42	59	14
8,588	7,938	4,395	4,488	...	3,425	4,521	...	...	3,989	3,432	4,717	...	1,477	4,334	15
96	22	14	39	...	3	21	...	3	26	7	8	1	2	53	16
3,35·08	91,69	27,35	94,00	2,70	7,56	...	...	...	...	16,65	16,80	1,55	4,57	8,592	17
7,925	6,863	3,547	5,287	1,765	1,661	...	...	...	...	4,257	2,017	2,103	5,595	4,045	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

2,552	*799	*251	1,128	63	*237	*970	12	*68	*624	*124	*210	*53	*47	1,703	19
171	1	8	70	...	9	65	...	4	51	...	7	...	...	—97	20
2,723	**800**	**259**	**1,198**	**63**	**246**	**1,035**	**12**	**72**	**675**	**124**	**217**	**53**	**47**	**1,676**	21
0·04	0·08	0·04	...	...	0 07	0 06	...	} 0·10 {	0·09	0·07	0·04	0·15	...	...	22
0·04	0·05	0·03	...	...	0·04	0·06	...		0 06	0·04	0·02	0·08	...	...	23
0·05	0·04	0·02	...	...	0·04	...	...	...	0·09	...	0·02	0·40	...	...	24
0·23	0·28	0·13	...	...	0 30	0·41	...	0·52	0·45	0·18	0·12	...	...	...	25
0·23	0·15	0·13	...	...	0·09	0·18	...	0·21	0 19	0·03	0·06	0·08	...	...	26
0·64	0 60	0·35	0·69	0·41	0·54	0·71	2·51	0·83	0·88	0·32	0·26	0·71	0·57	0·79	27
58,872	5,562	33,275	...	...	...	24,893	...	...	...	32,290	...	...	...	...	28
57,497	3,530	34,928	...	...	...	34,250	...	...	...	47,206	...	...	...	...	29
63,020	3,155	23,663	...	...	...	...	...	...	...	...	...	...	...	...	30
65,184	19,680	38,769	...	...	...	33,570	...	...	...	52,169	...	...	...	...	31
34,970	10,856	34,383	...	...	...	18,518	...	...	...	8,716	...	...	...	...	32
53,396	42,783	35,915	48,900	...	57,625	28,771	...	...	41,809	43,916	60,548	...	20,624	48,300	33
146	117	93	134	...	103	79	...	...	115	120	165	...	56	132	34
44	44	29	34	...	25	27	...	...	29	51	41	...	26	35	35
205	95	29	97	5	16	153	...	...	75	12	17	...	2	149	36
1,99·40	...	24,80	...	...	7,99	...	...	...	...	8,77	...	1,63	...	...	37
4,718	...	3,218	...	...	1,753	...	...	...	...	2,240	...	2,205	...	...	38

GOODS STOCK.

9,176	4,884	1,413	} 6,005 {	263	298	*3,636	4	223	3,083	503	652	29	*75	5,151	39
3,076	*646	*452		*57	*659	1,033	6	814	567	362	294	40	83	2,677	40
320	...	*51	279	*24	22	402	...	54	114	20	...	...	8	79	41
230	*114	*115	37	*4	*87	*257	...	*24	*104	*52	*53	*3	*15	100	42
12,852	*5,644	*2,031	6,321	348	1,066	*5,328	10	*1,115	*3,818	*937	*999	*72	*181	8,007	43
918	...	150	} 70 {	...	...	326	...	...	29	87	60	...	...	13	44
125	...	110		...	...	37	...	...	—20	—17	—7	...	...	1	45
...	...	...	...	...	...	24	...	...	76	...	...	...	...	—1	46
11	...	—50	1	...	...	209	...	...	5	10	7	...	...	...	47
1,054	...	210	71	...	...	596	...	...	90	80	60	...	...	12	48
10,094	**4,334**	**1,563**	} 6,075 {	**263**	**298**	**3,962**	**4**	**223**	**3,062**	**590**	**712**	**29**	**75**	**5,163**	49
3,201	646	562		57	659	1,070	6	814	547	345	287	40	83	2,678	50
320	..	51	279	24	22	426	...	54	190	20	...	...	8	78	51
291	114	65	38	4	87	466	...	24	109	62	60	3	15	100	52
13,906	**5,644**	**2,241**	**6,392**	**348**	**1,066**	**5,924**	**10**	**1,115**	**3,908**	**1,017**	**1,059**	**72**	**181**	**8,019**	53
3·29	1·23	2 91	3·59	2·27	2·34	4·02	2·09	12 97	5·11	2·60	1·27	0·97	2·21	3 78	54
19,469	12,217	7,734	14,040	...	7,390	11,361	...	...	8,457	10,558	13,419	...	4,043	18,651	55
53	33	21	38	...	20	31	...	...	23	29	37	...	11	51	56
7·73	7 23	5 63	} 3·80 {	...	3·79	4 64	...	...	5·34	4·42	6·57	4·23	8·28	4·15	57
7·37	5·50	3 79		...	3·17	3 60	...	...	3·49	4·05	4·70	5·50	6·58	4 32	58
18·12	12·47	11·27	} 10·44 {	...	7·35	10·02	...	...	9·60	10·97	14·10	7·50	17·92	9·63	59
14·89	10·52	8·34		...	7·83	8·57	...	...	7 62	11·07	13·18	12 00	15·61	12·45	60
8·41	5·86	4·81	4·07	...	2·89	3·70	...	...	4·05	4·49	3 96	...	4·83	4·14	61
164	71	45	50	...	20	46	...	...	39	41	57	...	17	75	62
435	238	36	305	12	43	370	...	16	166	20	36	...	2	310	63
3,85,83	1,70,21	44 99	1,70,05	9,36	12,96	...	...	...	...	16,47	29,81	2,26	10,41	1,84 33	64
9,125	12,750	5,837	9,565	6,118	2,845	...	...	...	...	4,211	3,577	3,054	12,730	8,679	65
9,20,40	2,61,90	97,14	2,64,06	12,06	28,51	2,51,36	...	† 24,22	1,48,19	41,89	46,61	5,44	14,98	2,70,25	66
21,768	19,618	12,602	14,852	7,883	6,259	17,041	...	†31,259	17,359	10,703	5,594	7,362	18,325	12,724	67

*Revised figures.

Number of, outlay on, and

Progressive No.	GAUGE.	3′ 3⅜″—*concld.*				2′ 6″					
	NUMBER.	19 (*a*) & (*b*).	20	21	22	23	24	25	26	3 (*b*) & (*d*).	2 (*o*) & (*p*).
(1)	Particulars. (2)	R. & K. (3)	S. I. (4)	S. M. (5)	U. C. (6)	B. B. L. (7)	B. L. (8)	B. B. (9)	C. (10)	E. B. S. M. (11)	G. D. & R. (12)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

1	Passenger engines.	Number at close of 1906	...	83	42	1	...	...	...	...	...	...
2		Number added in 1907	...	...	—4	...	...	...	...	...	...	...
3		Number at close of 1907	...	83	38	1	...	...	...	...	...	...
4	Goods and mixed engines.	Number at close of 1906	48	165	195	2	3	7	3	3	15	11
5		Number added in 1907	6	...	11	...	1	...	1	...	...	...
6		Number at close of 1907	54	165	206	2	4	7	4	3	15	11
7	Total number of locomotives on the 31st December 1907		54	248	244	3	4	7	4	3	15	11
8	Number per mile of line open of all classes		0·15	0·18	0·14	0·04	0·15	0·09	0·22	0·25	0·17	0·08
9	Average mileage run by each *per annum*.	Passenger	8,868	31,246	27,400	...	...	...	...	...	...	...
10		Goods	8,983	14,571	18,738	...	...	...	...	...	...	...
11		All classes	22,597	22,141	22,946	19,317	14,283	18,030	7,150	6,451	18,201	15,839
12	Average mileage run by each *per diem*.	Passenger	24	86	75	...	...	...	...	...	...	...
13		Goods	25	40	51	...	...	...	...	...	...	...
14		All classes	62	61	63	53	39	49	20	18	50	43
15	Ton-mileage hauled per engine, in thousands of tons		4,471	3,761	3,879	3,790	...	...	...	122	...	...
16	Average under repairs or renewals at any one time		7	22	33	1	...	1	1	1	...	1
17	Total value, in thousands of rupees		12.79	59,24	62,60	95	1,01	...	99	28	...	1,44
18	Total value per mile of line open		3,603	4,343	3,611	1,414	3,870	...	5,863	2,425	...	1,094

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

19	Number at close of 1906		227	*1,047	*1,011	26	23	33	19	3	*56	*42
20	Number added in 1907		...	49	...	...	...	8	1	...	...	—1
21	Number at close of 1907		227	1,096	1,011	26	23	41	20	3	56	41
22	Number per mile of line open.	1st class	0·08	0·06	0·05	...	...	...	...	0·08	...	0·02
23		2nd class	0·04	0·06	0·04	...	...	...	...	...	...	0·06
24		Intermediate class	0 03	...	...	...	...	...	...	...	...	...
25		3rd class	0·33	0·56	0·32	...	...	...	...	0·08	...	0·20
26		All other classes	0·16	0 12	0·17	...	...	...	...	0 08	...	0·03
27		Total of all classes	0·64	0 80	0·53	0·39	0·88	0·52	1·08	0·24	0·63	0·31
28	Average mileage run by each *per annum*.	1st class	...	38,940	...	...	...	...	...	...	...	...
29		2nd class	...	40,626	...	...	...	...	...	...	...	...
30		Intermediate class	...	...	...	...	...	...	...	...	...	...
31		3rd class	...	48,100	...	...	...	...	...	...	...	...
32		All other classes	...	38,684	...	...	...	...	...	...	...	...
33		Total of all classes	33,474	45,366	31,036	32,098	...	...	...	5,718	...	...
34	Average mileage run by each *per diem*		92	124	85	88	...	...	...	16	...	...
35	Freight ton-mileage per vehicle, in thousands of tons		25	44	27	31	...	29	...	...	...	...
36	Average under repairs or renewals at any one time		29	58	49	3	...	1	...	...	6	2
37	Total value, in thousands of rupees		...	53,49	...	1.19	...	...	...	1	...	...
38	Total value per mile of line open		...	3,922	...	1,771	..	...	...	78	...	...

GOODS STOCK.

39	Number at close of 1906.	Covered wagons	1,114	2,431	*3,804	25	6	27	16	...	103	*39
40		Open	173	1,381	*1,150	10	19	66	18	18	40	169
41		Timber trucks, including bolster trucks	76	71	*222	...	...	...	...	...	134	...
42		All other classes	18	*92	*231	...	...	1	...	...	*10	*11
43		Total of all classes	1,381	*3,975	*5,407	35	25	94	34	18	*287	*219
44	Number added in 1907.	Covered wagons	—1	8	...	...	...	40	...	...	...	16
45		Open	69	—29	...	...	..	...	8	10	...	10
46		Timber trucks, including bolster trucks	...	...	...	...	...	...	...	...	13	...
47		All other classes	3	70	5	...	...	...	...	...	...	1
48		Total of all classes	71	49	5	...	...	40	8	10	13	27
49	Number at close of 1907.	Covered wagons	1,113	2,439	3,804	25	6	67	16	...	103	55
50		Open	242	1,352	1,150	10	19	66	26	28	40	179
51		Timber trucks, including bolster trucks	76	71	222	...	...	...	...	...	147	...
52		All other classes	21	162	236	...	...	1	...	...	10	12
53		Total of all classes	1,452	4,024	5,412	35	25	134	42	28	300	246
54	Number of all classes per mile of line open		4·09	2·95	3·12	0·52	0·96	1·71	2·27	2·33	3·38	1·86
55	Average mileage run by each *per annum*		10,263	11,829	12,449	15,765	...	...	...	2,777	...	...
56	Average mileage run by each *per diem*		28	32	34	43	...	...	...	8	...	...
57	Average tare in tons.	Covered wagons	4·64	4 45	3 98	4·02	...	5·90	...	...	...	2·02
58		Open	3·92	3 80	3·32	3·22	...	4·10	...	2·85	...	2·08
59	Average carrying capacity in tons	Covered wagons	11·79	7 97	7 96	7·40	...	14·10	...	...	...	4·58
60		Open	9·23	7·45	7·21	6·29	...	15·90	...	6 57	...	7·04
61	Average load of a goods vehicle, loaded and empty, per mile		4·11	3·76	4·08	2·24	...	...	...	0·28	...	...
62	Freight ton-mileage per vehicle, in thousands of tons		30	44	46	32	...	16	...	...	...	...
63	Average under repairs or renewals at any one time		39	156	183	1	...	2	...	2	20	1
64	Total value, in thousands of rupees		34,79	62,38	1,13,74	58	1,54	...	1.94	21	...	3,88
65	Total value per mile of line open		9·8'4	4,573	6,562	863	5,938	...	10,489	1,773	...	2,941
66	Grand total value of rolling-stock, in thousands of rupees		47,58	1,75,11	1,76 34	2.72	2.55	13,20	2.93	50	Included with E B.S. Ry. 3′ 3⅜″ gauge	5,32
67	Grand total value of rolling-stock per mile of line open		13,4.7	12,838	10,173	4,018	9,808	16,810	15,852	4,275		4,035

* Revised figures.

DIX 23—*concluded.*

work done by, rolling-stock.

2′ 6″										2′ 0″							Progressive No.
1 (*b*), (*e*)&(*f*).	8 (*h*) to (*j*).	6 (*g*) & (*h*).	18	1 (*c*).	1 (*d*).	19 (*c*).	29	30	31	8 (*k*).	33	5 (*g*).	34	35	36	5 (*h*).	
J. G. E., P. R. & R. D.	K.S., K. K.T.,& N.D.	M. D. & T. F.	M. R. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

6	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	1
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
18	...	...	4	...	...	...	...	...	..	...	...	...	...	...	...	...	3
(3	54	6	1	3	3	5	...	5	3	7	17	15	*12	4	7	...	4
—1	...	...	...	...	...	...	8	...	...	...	...	3	...	...	2	5	5
22	54	6	1	3	3	5	8	5	3	7	17	18	12	4	9	5	6
40	54	6	5	3	3	5	8	5	3	7	17	18	12	4	9	5	7
0·11	0·28	0·14	0·24	0·09	0·12	0·13	0·09	0·15	0·15	1·13	0·33	0·10	0·32	0·20	0·28	0·40	8
...	...	...	4,993	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	10,380	...	...	...	...	...	...	...	...	...	...	...	...	...	10
6,707	13,655	18,252	6,364	9,791	16,450	12,671	5,468	19,935	...	...	13,611	9,668	9,399	8,657	...	1,503	11
...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	29	..	...	...	...	...	...	...	...	...	..	...	...	...	13
18	37	50	18	27	45	35	15	55	...	...	37	26	26	24	...	4	14
2,520	777	1,273	...	652	542	...	...	...	...	...	...	...	...	...	...	...	15
2	7	...	1	...	1	2	...	1	1	...	...	4	...	...	...	...	16
...	13,81	2,05	92	69	76	...	...	88	...	...	3,09	...	2,63	65	...	...	17
...	7,230	4,668	4,466	2,129	3,040	...	...	2,640	...	...	6,058	...	7,070	3,281	...	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

*73	172	21	*51	9	8	18	...	25	15	...	99	73	78	20	22	...	19
11	...	...	...	...	...	...	31	...	...	...	—2	6	...	..	—3	32	20
84	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	21
0·02	...	0·05	...	0·06	0·04	0·05	...	0·07	0·15	...	0·50	...	...	...	...	1·35	22
0·02	..	0·04	...	0·04	0·02	0.05	...	0·04	...	...	0·56	...	...	...	...	0 55	23
...	...	...	...	0·02	...	...	...	0·08	...	...	...	...	...	...	...	...	24
0·15	...	0·23	...	0·10	0·14	0·33	...	0·45	0·45	...	0·73	...	...	...	...	0·48	25
0·03	...	0·16	...	0·06	0·12	0·03	...	0·11	0·15	...	0·11	...	...	...	...	0·16	26
0·22	0·90	0·48	2·46	0·28	0·32	0·46	0·33	0·75	0·75	...	1·90	0·43	2·10	1·01	0·60	2·54	27
27,576	...	...	...	10,519	} 9,000	{ ...	...	...	...	...	...	...	...	...	...	...	28
32,924	...	...	...	21,901		...	...	...	...	...	...	...	...	...	...	...	29
63,889	...	...	...	21,737	...	...	...	...	...	...	...	...	...	...	...	...	30
61,671	...	...	...	42,760	39,848	...	...	...	...	...	...	...	...	...	...	...	31
30.142	...	...	...	6,729	2,910	...	...	...	...	...	...	...	...	...	...	...	32
52,373	16,959	19,769	...	22,944	19,352	...	...	...	...	...	...	...	...	...	...	...	33
143	46	54	...	63	53	...	...	...	...	...	...	...	...	...	...	...	34
31	9	14	...	12	16	...	...	...	...	...	...	...	...	...	...	...	35
1	15	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	36
...	6,28	1,18	1,40	...	31	...	...	70	...	...	...	...	...	...	...	...	37
...	3,290	2,686	6,783	...	1,240	...	...	2,099	...	...	...	....	...	...	...	...	38

GOODS STOCK.

170	173	24	20	4	2	58	...	20	30	...	49	80	14	4	42	...	39
145	393	24	47	8	14	3	...	21	18	...	191	*155	18	4	29	...	40
23	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	41
*5	22	...	*3	...	...	8	...	...	...	326	8	1	...	...	5	...	42
*343	592	48	*70	12	16	71	...	41	50	326	254	237	32	8	76	...	43
118	...	...	...	...	...	...	50	...	...	...	21	44	...	...	...	...	44
77	...	...	...	4	...	...	100	6	2	...	—23	12	10	...	—5	24	45
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
3	—1	...	...	...	...	...	...	...	...	10	1	...	...	...	9	...	47
212	—1	...	...	4	...	...	150	6	2	10	—1	6	10	...	4	24	48
288	173	24	20	4	2	58	50	20	30	...	70	124	14	4	42	...	49
222	393	24	47	12	14	3	100	27	20	...	168	167	28	4	24	24	50
37	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	51
8	21	...	3	...	...	8	...	...	...	336	9	1	...	...	14	...	52
555	591	48	70	16	16	71	150	47	52	336	253	293	42	8	80	24	53
1·46	3·09	1·09	3·38	0·49	0·65	1·80	1·61	1·41	2·59	54·37	4·96	1·59	1·13	0·40	2·52	1·90	54
15,041	5,251	2,371	...	8,514	8,195	...	...	...	...	...	...	...	...	...	...	...	55
41	14	6	...	23	22	...	...	...	...	...	...	...	...	...	...	...	56
7·15	...	6·45	3·00	5·00	6·98	3·16	...	2·75	...	...	...	2·65	2·75	2·75	...	...	57
6·32	...	5·97	3·25	5·06	4·06	...	...	2·15	...	...	...	2·30	2·50	2·50	...	1·80	58
15·74	...	9·50	4·75	9·00	9·04	4·81	...	5·00	4·00	...	...	5·65	5·00	5 00	...	...	59
13·86	...	10·00	7·00	11·00	7·38	...	...	5·00	4·50	...	...	4·80	5·00	5·00	..	3·50	60
							...								...		
2·93	...	3·87	...	2·33	1·91	...	...	...	...	...	...	...	...	...	...	...	61
							...								...		
43	10	7	...	18	15	...	...	...	...	...	...	...	...	...	...	...	62
9	32	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	63
...	8,49	1,55	1,22	96	42	...	...	71	...	...	3,82	...	3,90	1,03	...	...	64
...	4,442	3,532	5,869	2,961	1,620	...	...	2,132	...	...	7,497	...	10,478	5,224	...	...	65
32,88	28,58	4,78	3.54	1,65	1,49	1,42	Information not furnished.	2,29	1,60	...	6,91	5,58	6,53	1,68	2,18	2,51	66
8,678	14,962	10,886	17,118	5,090	5,960	3,606		6,871	7,981	...	13,555	3,041	17,548	8,505	68,60	19,933	67

* Revised figures.

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1907.

Number.		Gauge.	Railway system. (*Vide* Appendix 38.)	Locomotives.						Coaching vehicles, *including passenger brake-vans.*				Goods vehicles, *including goods brake-vans but excluding cranes.*			
				Passenger.			Goods and mixed.										
Main head.	Sub-head.			Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
1	(*a*)	5′ 6″	Bengal-Nagpur	74	...	100·00	115	115	50·00	785	...	5	99·37	1,956	950	5,792	33·41
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	87	...	100·00	119	29	80·41	536	4	...	100·00	27	49	5,220	1·44
3	(*a*)		Eastern Bengal State	71	7	91·03	80	48	62·50	605	75	35	95·10	...	12	4,639	0·26
4	...		East Indian	177	5	97·25	332	429	43·63	1,672	77	203	89·60	1,689	88	18,934	8·58
5	(*a*) to (*f*)		Great Indian Peninsula	205	...	100·00	252	232	52·07	1,337	...	62	95·57	345	125	8,788	5·08
			Indian Midland	51	...	100·00	93	55	62·84	442	...	...	100·00	10	44	3,535	1·50
6	(*a*) to (*d*)		Madras	64	...	100·00	129	105	55·13	986	4	22	97·83	689	399	4,296	20·21
7	(*a*) & (*b*)		Nizam's Guaranteed State	10	2	83·33	...	49	...	84	3	59	59·59	...	...	1,126	...
8	(*a*) to (*g*)		North Western State	246	18	93·18	579	22	96·34	2,414	75	234	91·41	3,471	117	10,266	25·90
9	(*a*) & (*b*)		Oudh and Rohilkhand State	94	...	100·00	87	27	76·32	722	50	28	96·50	38	23	5,566	1·08
10	...	3′ 6″	Assam-Bengal	...	...	...	78	9	89·66	254	5	...	100·00	460	119	1,647	26·01
11	...		Bengal and North-Western	49	...	100·00	63	177	26·25	547	46	605	49·50	...	5	6,368	0·08
12	...		Bengal Dooars	...	...	...	...	10	...	...	4	59	6·35	...	...	345	...
13	...		Bhavnagar-Gondal-Junagad-Porbandar.	...	...	...	...	37	...	...	...	246	...	...	...	1,064	...
14	...		Burma	36	...	100·00	123	107	53·48	558	41	433	58·16	960	16	4,917	16·56
15	...		Deoghur	...	...	...	...	2	...	...	...	12	...	...	...	10	...
16	...		Dibru-Sadiya	...	...	...	...	26	...	...	...	72	...	...	...	1,113	...
3	(*b*) & (*c*)	3′ 3⅜″	Eastern Bengal State	68	...	100·00	59	29	67·05	476	45	154	77·19	...	16	3,879	0·41
7	(*c*)		Hyderabad-Godavari Valley	...	...	...	...	55	...	3	...	121	2·42	...	...	1,015	...
17	...		Jodhpur-Bikaner	...	...	...	...	54	...	...	4	213	1·84	...	...	1,059	...
18	...		Morvi	...	3	...	...	2	...	...	2	51	3·77	...	...	72	...
6	(*e*) & (*f*)		Nilgiri and Shoranur-Cochin	...	...	...	6	12	33·33	12	1	34	27·66	22	...	159	12·15
2	(*h*) to (*n*)	2′ 6″	Rajputana-Malwa	87	64	57·62	27	286	8·62	409	462	805	51·97	417	539	7,036	11·96
19	(*a*) & (*b*)		Rohilkund and Kumaon	...	...	...	24	30	44·44	51	41	135	40·53	...	...	1,440	...
20	...		South Indian	39	44	46·99	54	111	32·73	307	2	787	28·19	15	65	3,936	1·99
21	...		Southern Mahratta	*36	2	94·74	†25	181	12·14	‡120	§3	888	12·17	...	...	5,391	...
22	...		Udaipur-Chitor	...	1	...	...	2	...	...	...	26	...	...	...	35	...
23	...	2′ 0″	Baraset-Basirhat Light	...	...	...	...	4	...	...	...	23	...	...	...	25	...
24	...		Barsi Light	...	...	...	3	4	42·86	34	...	7	82·93	...	...	133	...
25	...		Bukhtiarpore-Behar Light	...	...	...	...	4	...	...	...	20	...	...	...	42	...
3	(*b*) & (*d*)		Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	...	...	...	15	...	...	...	56	...	...	...	300	...
26	...		Cutch	...	...	...	...	3	...	...	...	3	...	...	...	28	...
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	11	...	...	...	41	...	...	...	246	...
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	18	...	100·00	16	12	57·14	65	...	36	64·36	455	...	132	77·51
8	(*h*) to (*j*)		Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	...	...	24	30	44·44	86	...	86	50·00	144	11	436	26·23
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	6	...	...	...	21	...	...	...	48	...
18	...		Morvi	...	4	...	...	1	...	...	...	51	...	...	...	70	...
19	(*c*)		Powayan Light	...	...	...	...	5	...	...	...	18	...	...	...	71	...
29	...		Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	8	...	...	...	31	...	...	...	150	...
30	...		Tarakeshwar-Magra Light	...	...	...	...	5	...	...	...	25	...	...	...	47	...
31	...		Tezpore-Balipara Light	...	...	...	...	3	...	...	...	15	...	...	...	52	...
8	(*k*)	2′ 0″	Dandot Light	...	...	...	...	7	...	...	...	...	...	...	...	336	...
33	...		Darjeeling-Himalayan	...	...	...	...	17	...	...	...	97	...	...	...	253	...
5	(*g*) & (*h*)		Gwalior Light and Matheran	...	...	...	2	21	8·70	...	...	111	...	...	...	317	...
34	...		Howrah-Amta Light	...	...	...	...	12	...	...	...	78	...	...	...	42	...
35	...		Howrah-Sheakhala Light	...	...	...	...	4	...	...	...	20	...	...	...	8	...
36	...		Jorhat	...	...	...	...	9	...	...	...	19	...	...	...	79	...
			Total	1,412	150	90·40	2,290	2,422	48·61	12,505	947	6,047	68·99	10,698	2,578	110,463	10·73

* Includes 4 engines fitted with the Westinghouse brake.
† Includes 3 engines fitted with the Westinghouse brake.
‡ Includes 47 coaching vehicles fitted with the Westinghouse brake.
§ Piped for the Westinghouse brake.

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1907.

Number. Main head. (1)	Number. Sub-head. (2)	Gauge. (3)	Railway system. (*Vide* Appendix 38.) (4)	Number of vehicles fitted for lighting with: Gas. (5)	Electricity. (6)	Total. (7)	Number of vehicles not fitted. (8)	Proportion per cent. of fitted to total. (9)	Remarks. (10)
1	(*a*)	5′ 6″	Bengal-Nagpur	809	18	827	104	88·83	
2	(*a*) to (*g*)		Bombay, Baroda and Central India	415	21	436	7	98·42	
3	(*a*)		Eastern Bengal State	541	3	544	162	77·05	
4	...		East Indian	1,547	10	1,557	187	89·28	
5	(*a*) to (*f*)		Great Indian Peninsula	998	88	1,086	63	94·52	
			Indian Midland	395	2	397	...	100·00	
6	(*a*) to (*d*)		Madras	1,106	...	1,106	145	88·41	
7	(*a*) & (*b*)		Nizam's Guaranteed State	121	...	121	60	66·85	
8	(*a*) to (*g*)		North Western State	2,054	16	2,070	390	84·15	
9	(*a*) & (*b*)		Oudh and Rohilkhand State	724	9	733	128	85·13	
10	...		Assam-Bengal	253	...	253	...	100·00	
11	...		Bengal and North-Western	...	329	329	869	27·46	
12	...		Bengal Dooars	...	...	...	63	...	
13	...		Bhavnagar-Gondal-Junagad-Porbandar	...	48	48	198	19·51	
14	...		Burma	...	31	31	1,004	3·00	
15	...		Deoghur	...	...	...	12	...	
16	...		Dibru-Sadiya	...	...	...	72	...	
3	(*b*) & (*c*)		Eastern Bengal State	537	3	540	130	80·60	
7	(*c*)	3′ 3⅜″	Hyderabad-Godavari Valley	114	...	114	60	65·52	
17	...		Jodhpur-Bikaner	...	164	164	53	75·57	
18	...		Morvi	...	...	...	53	...	
6	(*e*) & (*f*)		Nilgiri and Shoranur-Cochin	...	...	...	47	...	
2	(*h*) to (*n*)		Rajputana-Malwa	...	1,093	1,093	583	65·21	
19	(*a*) & (*b*)		Rohilkund and Kumaon	...	82	82	145	36·12	
20	...		South Indian	...	132	132	929	12·44	
21	...		Southern Mahratta	973	2	975	54	94·75	
22	...		Udaipur-Chitor	...	...	...	26	...	
23	...	2′ 6″	Baraset-Basirhat Light	...	...	...	23	...	
24	...		Barsi Light	6	35	41	...	100·00	
25	...		Bukhtiarpore-Behar Light	...	...	...	20	...	
3	(*b*) & (*d*)		Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	...	...	56	...	
26	...		Cutch	...	...	...	3	...	
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla	...	...	...	41	...	
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	63	...	63	36	63·64	
8	(*h*) to (*j*)		Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	86	86	86	50·00	
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
18	...		Morvi	...	...	...	51	...	
19	(*c*)		Powayan Light	...	...	...	18	...	
29	...		Shahdara (Delhi)-Saharanpur Light	...	...	...	31	...	
30	...		Tarakeshwar-Magra Light	...	...	...	25	...	
31	...		Tezpore-Balipara Light	...	...	...	15	...	
8	(*k*)	2′ 0″	Dandot Light	...	...	...	...	...	
33	...		Darjeeling-Himalayan	...	...	...	97	...	
5	(*g*) & (*h*)		Gwalior Light and Matheran	...	...	...	111	...	
34	...		Howrah-Amta Light	...	...	...	78	...	
35	...		Howrah-Sheakhala Light	...	...	...	20	...	
36	...		Jorhat	...	...	...	19	...	
			Total	10,677	2,172	12,849	6,274	67·19	

APPENDIX 25-A.

Statement showing the number of trains *provided with means of communication throughout between passengers and guards and drivers on the 31st December 1907.*

Number. Main head. (1)	Number. Sub-head. (2)	Gauge. (3)	Railway system (*vide* Appendix 38). (4)	Particulars. (5)	Mail. (6)	Passenger. (7)	Mixed. (8)	Total. (9)	Remarks. (10)
3	(*a*)	5′ 6″	Eastern Bengal State	Total number of trains run	10	104	34	148	"Pull Handle," "Whistle" and "Disc" alarm communications.
				Total number of trains fitted with communication ...	8	82	16	106	
5	(*a*) to (*f*)		Great Indian Peninsula	Total number of trains run	12	132	88	232	Chain Passenger communication, English pattern.
				Total number of trains fitted with communication...	2	4	...	6	
3	(*b*) & (*c*)	3′ 3⅜″	Eastern Bengal State	Total number of trains run	6	34	22	62	Heatly and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of trains fitted with communication...	4	13	...	17	
2	(*h*) to (*n*)		Rajputana-Malwa ...	Total number of trains run	8	20	59	87	Electric and vacuum inter-communications.
				Total number of trains fitted with communication...	6	5	...	11	
20	(*a*) to (*f*)		South Indian ...	Total number of trains run	8	49	157	214	Seven fitted with Winter's impr ved system and one with vacuum and electric combined.
				Total number of trains fitted with communication...	8	...	...	8	

APPENDIX 25-B.

Statement showing the number of carriages *provided with means of communication between passengers and guards and drivers on the 31st December 1907.*

Number		Gauge.	Railway system (*vide* Appendix 38).	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages including composites.	Total.	Remarks.
Head.	Sub-head.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	(*a*)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	48	28	26	409	279	790	Company's vacuum brake communication.
				Total number of carriages fitted with communication.	5	5	5	34	21	70	
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	Total number of carriages ...	23	33	17	308	159	540	English chain system in connection with automatic vacuum brake.
				Total number of carriages fitted with communication.	21	10	...	2	19	52	
3	(*a*)		Eastern Bengal State.	Total number of carriages ...	37	15	50	254	359	715	Pull handle alarm communication. 75 carriages have been fitted with "Whistle" and 4 with "Disc" alarm communications.
				Total number of carriages fitted with communication.	6	5	19	78	95	203	
4	(*a*) to (*d*)		East Indian ...	Total number of carriages ...	139	77	88	1,003	645	1,952	Bamber's patent alarm apparatus.
				Total number of carriages fitted with communication.	26	39	...	...	103	168	
5	(*a*) to (*f*)		Great Indian Peninsula.	Total number of carriages ...	127	145	...	901	668	1,841	Chain Passenger communication, English pattern.
				Total number of carriages fitted with communication.	21	...	...	27	53	101	
6	(*a*) to (*d*)		Madras ...	Total number of carriages ...	65	79	4	590	274	1,012	Automatic vacuum brake communication.
				Total number of carriages fitted with communication.	1	...	...	...	...	1	
8	(*a*) to (*g*)		North Western State.	Total number of carriages ...	160	91	140	1,089	1,243	2,723	Vacuum brake communication, "King's" device.
				Total number of carriages fitted with communication.	64	...	5	15	136	220	
9	(*a*) & (*b*)		Oudh and Rohilkhand State.	Total number of carriages ...	70	33	39	323	335	800	Vacuum brake system.
				Total number of carriages fitted with communication.	12	20	...	26	72	130	
10	(*a*)		Assam-Bengal ...	Total number of carriages ...	18	...	...	87	154	259	Gresham's patent communication.
				Total number of carriages fitted with communication.	...	...	...	9	14	23	
14	(*a*) & (*b*)		Burma ...	Total number of carriages ...	70	39	...	523	403	1,035	Cord communication. Five carriages have been fitted with vacuum communication.
				Total number of carriages fitted with communication.	19	24	...	2	68	113	
3	(*b*) & (*c*)	3′ 3⅜″	Eastern Bengal State.	Total number of carriages ...	41	20	47	319	248	675	Heatly and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of carriages fitted with communication.	11	13	14	62	43	143	
17	(*a*) to (*c*)		Jodhpur-Bikaner	Total number of carriages ...	21	6	17	96	77	217	Electric communication.
				Total number of carriages fitted with communication.	21	6	17	96	77	217	
2	(*h*) to (*n*)		Rajputana-Malwa	Total number of carriages ...	121	64	43	859	589	1,676	Electric and vacuum inter-communications.
				Total number of carriages fitted with communication.	99	40	43	499	330	1,011	
19	(*a*) & (*b*)		Rohilkund and Kumaon.	Total number of carriages ...	17	6	3	112	89	227	Company's vacuum brake system of communication.
				Total number of carriages fitted with communication.	6	3	...	37	16	62	
20	(*a*) to (*f*)		South Indian ...	Total number of carriages ...	31	29	...	712	324	1,096	Electric inter-communication. 34 carriages have been fitted with vacuum inter-communication and 11 with vacuum and electric combined.
				Total number of carriages fitted with communication.	18	1	...	156	99	274	
21	...		Southern Mahratta.	Total number of carriages ...	62	37	...	522	390	1,011	Vacuum brake system of communication, Gresham's patent.
				Total number of carriages fitted with communication.	...	...	...	1	...	1	

APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1907.

Number. Main head.	Number. Sub-head.	Gauge.	Railway system. (*Vide* Appendix 38.)	Total number of stations on railway.	Stations at which points and signals were interlocked. No.	Stations at which points and signals were interlocked. Name of system of interlocking.	Stations at which block instruments were used for train signalling. No.	Stations at which block instruments were used for train signalling. Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(*a*)		Bengal-Nagpur	252	107	84 List and Morse's 23 Experimental	14	2 Webb and Thomson's. 12 Theobald's Train Key.
2	(*a*) to (*g*)		Bombay, Baroda and Central India	150	33	25 Mackenzie and Holland's. 8 Experimental	86	60 Preece's single wire semaphore. Does not give out a token or tablet. 26 Experimental.
3	(*a*)		Eastern Bengal State	134	36	25 Ordinary double line interlocking. 11 Experimental	23	Pryce and Ferreira's. Token not necessary.
4	...		East Indian	427	256	113 English system 142 Dutton's 1 Experimental	271	76 Pryce and Ferreira's. Token not necessary. 77 Neale's Patent Voucher. 37 Tyer's Tablet. 71 East Indian Railway double line block instrument. 10 East Indian Railway tablet.
5	(*a*) & (*b*)	5′ 6″	Great Indian Peninsula	272	93	72 English system 18 List and Morse's 3 Experimental	238	209 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 84 Neale's. 4 Tyer's—3 position.
5	(*c*) to (*f*)		Indian Midland	152	17	11 Wrench's 5 English system 1 Experimental	62	42 Preece's. Does not give out a token or tablet. 21 Neale's. At one of these stations two kinds of instruments are used.
6	(*a*) to (*d*)		Madras	320	67	37 List and Morse's 30 Experimental	228	26 Winter's Block with starting semaphores. Does not give out a token or tablet. 18 Winter's Block without starting semaphores. Does not give out a token or tablet. 184 Theobald's Train Key.
7	(*a*) & (*b*)		Nizam's Guaranteed State	45	2	1 Connell's 1 Experimental	...	.....
8	(*a*) to (*g*)		North Western State	641	364	272 List and Morse's 69 Tappet 20 Key locking 3 Experimental	37	11 Tyer's Tablet. 26 Tyer's double line block instruments.
9	...		Oudh and Rohilkhand State	196	117	104 List and Morse's 13 Experimental	2	Experimental.
10	...		Assam-Bengal	128	...	.....	2	Neale's.
11	...		Bengal and North-Western	320	...	.....	2	Tyer's Tablet.
12	...		Bengal Dooars	29	...	.....	...	.....
13	...		Bhavnagar-Gondal-Junagad-Porbandar	64	1	Experimental	2	Experimental.
14	...		Burma	263	28	12 List and Morse's 16 Experimental	33	10 Sykes'. 2 Tyer's Tablet. 15 Neale's. 6 Theobald's Train Key.
15	...		Deoghur	1	...	.....	...	.....
16	...		Dibru-Sadiya	18	...	.....	...	.....
3	(*b*) & (*c*)		Eastern Bengal State	144	20	19 List and Morse's 1 Experimental 42 List and Morse's	21	Tyer's Tablet.
7	(*c*)		Hyderabad-Godavari Valley	52	43	1 Experimental	...	.....
17	...		Jodhpur-Bikaner	87	...	.....	...	.....
18	...		Morvi	10	...	.....	...	.....
6	(*e*) & (*f*)	3′ 3⅜″	Nilgiri and Shoranur-Cochin	32	2	Experimental	12	6 Winter's Block with starting semaphores. Does not give out a token or tablet. 6 Theobald's Train Key.
2	(*h*) to (*n*)		Rajputana-Malwa	296	105	88 Sydney Jones' 17 Experimental	65	62 Tyer's Tablet. 3 Experimental.
19	(*a*) & (*b*)		Rohilkund and Kumaon	62	...	.....	...	.....
20	...		South Indian	257	35	25 List and Morse's 7 Dutton's 3 Experimental	25	23 Winter's Block and Ticket issuing. 2 Experimental.
21	...		Southern Mahratta	245	1	Experimental	106	93 Winter's. Does not give out a token or tablet. 10 Roberts' Key Staff. 3 Theobald's Train Key.
22	...		Udaipur-Chitor	11	...	.....	...	.....
23	...		Baraset-Basirhat Light	11	...	.....	...	.....
24	...		Barsi Light	14	...	.....	...	.....
25	...		Bukhtiarpore-Behar Light	7	...	.....	...	.....
3	(*d*)		Cooch Behar	7	...	.....	...	.....
26	...		Cutch	2	...	.....	...	.....
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla	33	2	Country made	...	.....
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	61	...	.....	...	.....
8	(*i*) & (*j*)	2′ 6″	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	21	...	.....	...	.....
8	(*h*)		Kalka-Simla	20	...	.....	...	.....
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	.....	...	.....
18	...		Morvi	2	...	.....	...	.....
19	(*c*)		Powayan Light	9	...	.....	...	.....
29	...		Shahdara (Delhi)-Sharanpur Light	12	...	.....	...	.....
30	...		Tarakeshwar-Magra Light	16	...	.....	...	.....
31	...		Tezpore-Balipara Light	8	...	.....	...	.....
33	...		Darjeeling-Himalayan	11	...	.....	...	.....
5	(*g*)		Gwalior Light	23	...	.....	...	.....
34	...	2′ 0″	Howrah-Amta Light	20	...	.....	...	.....
35	...		Howrah-Sheakhala Light	12	...	.....	...	.....
36	...		Jorhat	8	...	.....	...	.....
5	(*h*)		Matheran Light	3	...	.....	...	.....
			Total	4,916	1,329	.....	1,279	.....

APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907.

Number.	By system, *vide* App. 33.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
	B. C.	1903 1904 1905	Bengal .	162 162	... ... Amalga	... ... mated w	... ... ith th	... ... e Eas	10,623 9,789 tern B	6·00 5·67 engal	3·00 3·00 State	... ... railway.	... ...	... ...	51·10 51·24	41·10 40·35	1,278·70 1,113·51	256·13 186·82	
1)	B. N.	1903 1904 1905 1906 1907	Bengal and Umaria.	283 228 219 227 224	... ...	... ...	... ...	... ...	134,066 148,725 177,960 199,707 229,332	3·71 5·52 5·16 5 40 6·67	2·43 2·58 2·34 2·43 3·87	206 219 237 163 45	4·20	... ...	65·95 67·95 71·81 73·55 81·29	57·33 58·65 61·15 61·09 65·6 5	775·46 754·68 648·19 624·02 631·70	199·42 200·80 198·34 192·53 204·69	
2) o)	B., B.& C.I.	1903 1904 1905 1906 1907	England, Bengal and Singareni.	121 129 148 145 113	... ... 105 100	10,384 13,545 12,621 28,692 34,899	19·38 19·62 16·87 19·37 21·02	... ...	63,172 67,666 75,769 64,635 73,436	14·56 12·92 12·53 12·95 13·99	... ...	2,226 2,344 2,494 2,491 2,664	3·00 3·00 3·06 3·27 4·79	... ...	57·58 59·27 57·81 57·18 57·43	48·16 49·22 48·43 47·42 47·54	514·46 536·53 514·00 478·62 447·59	148·09 152·36 149·83 142·15 138·81	
3)	E.B S.	1903 1904 1905 1906 1907	Bengal	156 182 180 188 196	... ...	... ...	... ...	... ...	69,266 69,974 90,396 119,032 142,012	5·65 5·02 4·82 5·81 6·12	2·81 2·39 2·48 2·81 3·44	... ...	... ...	... ...	72·02 72·78 78·38 80·20 84·57	50·20 49·11 53·59 54·74 58·90	919·95 863·33 975·41 998·93 1,097·67	212·73 206·85 232·28 249·48 238·91	‡ Of Bengal co only. ¶ Bengal coal *vid* Ki mari Rs. 12·00 and *v* Ghaziabad Rs. 14·88.
4	E.I.	1903 1904 1905 1906 1907	Bengal and Umaria.	256 244 245 257 247	... ...	... ...	... ...	... ...	476,581 468,271 505,916 532,758 600,045	4·19 4·05 4·01 4·04 4·64	2·00 1·97 1·92 1·85 2·53	... ...	... ...	... ...	65·75 66·47 69·75 68·79 69·89	51·97 51·66 52·07 51·07 51·80	457·12 466·33 431·67 426·30 453·95	151·16 137·59 145·77 141·43 145·93	* *Bengal coal from R 2·06 to Rs. 3·50 a Khost and Dandot co between Rs. 7 and R 13.
5))	G. I.P.	1903 1904 1905 1906 1907	England, Bengal, Singareni, Umaria, Nerbudda and Warora.	327 304 304 304 389	... ...	... 202 329 635 4,894	... ...	... 18·54 16·64 17·91 20·43	456,794 463,917 453,414 477,265 596,375	8·47 8·39 9·25 9·59 9·74	6·07 6·45 7·37 6·75 7·70	4,439 5,117 4,896 4,486 5,351	... ... 4·33	3·91 3·58 3·51 4·00 4·33	68·43 68·91 67·43 68·43 71·82	59·65 60·50 59·09 59·73 62·70	798·03 776·00 755·75 754·29 770·81	206·32 205·09 200·52 195·91 203·58	†† There was no impo tation of foreign co during these years ‡‡ Bengal coal *v* Kiamari Rs. 11·08 a *vid* Ghaziabad R 14·82.
3))	M.	1903 1904 1905 1906 1907	England, Bengal and Singareni.	333 191 352 380 245	27 38 24 36 46	... 4	... 31·32	... 28·49	112,647 130,755 156,312 157,081 165,282	10·29 10·82 10 23 10·52 13·38	5·12 8·95 5·15 5·70 11·52	96,577 59,148 42,059 34,115 16,074	4·97 4·81 4·48 4·84 5·17	4·42 4·01 3·98 4·09 4·21	73·02 70·78 74·96 74·98 71·51	60·89 58·69 63·35 63·74 60·84	1,069·81 946·28 874·82 895·19 934·55	240·40 224·48 221·69 228·97 227·11	§§ Bengal coal from R 1·94 to Rs. 3·25, Chi Daud coal Rs. 11· and Khost and Dand coal between Rs. 6· and Rs. 13.
7))	N G S.	1903 1904 1905 1906 1907	Singareni	132 132 84 86 89	... ...	... ...	... ...	... ...	26,967 26,276 24,900 26,919 29,345	6·27 6·27 5·81 5·59 5·58	4·50 4·50 4·68 4·69 4·65	250 203	5·38 5·83	3·25 4·14	61·02 61·08 57·30 56·24 57·38	51·91 50·87 48·19 47·98 49 20	547·72 523·22 516·05 504·29 500 25	160·95 158·74 154·58 153·51 156·90	(*a*) Bengal coal *vid* Ki mari Rs. 11·93 and *v* Ghaziabad Rs. 13·84. (*b*) Bengal coal fro Rs. 1·94 to Rs. 3· and Khost and Dand coal between Rs. 8· and Rs. 12·27.
3))	N. W.	1903 1904 1905 1906 1907	England, Bengal, Dandot, Bhaganwala and Khost.	‡838 ‡838 ‡838 ‡838 ‡838	... ...	3,736 ††650 ††2,373 2,872 6,327	... †† †† †† ††	19·00 †† †† †† ††	258,111 370,454 431,520 476,377 591,586	¶ ‡‡ (*a*) (*c*) (*e*)	** §§ (*b*) (*d*) (*f*)	216,097 163,151 76,336 77,122 19,907	5·31 5·35 ... 5·83 5·77	... ... 5·83 5·77	52·72 57·16 59·82 62·32 68 23	46·47 50·12 52·16 53·67 57·57	557·78 481·27 541·0C 551·86 567·88	155·74 156·96 172·02 178·04 182·69	(*c*) Bengal coal *vi* Kiamari Rs. 11·7 and *vid* Ghaziaba Rs. 15·85. (*d*) Bengal coal fro Rs. 2·25 to Rs. 4·2 and Khost an Dandot coal b tween Rs. 8 an Rs. 12.
) O & R.		1903 1904 1905 1906 1907	Bengal	595 603 603 603 603	... ...	... ...	... ...	... ...	108,040 119,278 131,445 142,729 164,206	7·76 7·46 7·83 8·26 7·06	2·15 2·13 2·13 2·47 3·78	... ...	... ...	... ...	54·81 55·39 59·17 61·69 60 39	46·99 47·68 50·26 52·24 58·19	849·59 791·59 919·40 929·53 975·92	177·85 179·43 192·35 204·73 223·86	(*e*) Bengal coal *vi* Ghaziabad Rs 11·64 and *vi* Karachi Rs. 13·65
	A. B.	1903 1904 1905 1906 1907	Bengal and Assam.	120 120 156 249 248	... ...	... ...	... ...	... ...	15,682 22,837 31,778 37,135 43,273	7·92 7·64 7·43 7 41 8·42	... ...	1,918	1·45	... ...	43·06 43·89 47·94 52·12 54·72	36·78 36·02 38·93 39·81 41·37	903·35 913·92 1,063·16 883·03 894·98	245·24 235·17 265·00 251·10 253·48	(*f*) Bengal coal bet ween Rs. 3·50 an Rs. 5·50 an Dandot and Khos between Rs. 13·6 and Rs. 9·00.

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. NAME. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	AVERAGE DISTANCE CARRIED IN MILES. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. FOREIGN COAL. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	INDIAN COAL. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	WOOD. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	CONSUMPTION IN LBS. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	REMARKS.
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
						Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
B. & N. W.	1903	Bengal	250	25	...	...	...	87,652	5·61	2·73	4,733	4·28	4·28	49·95	41·73	825·63	225·02	
	1904		248	18	...	...	...	97,633	5·51	2·41	1,147	...	4·65	52·62	43·32	830·78	228·20	
	1905		280	18	...	...	...	97,426	5·55	2·43	303	...	4·65	47·86	39·26	850·35	222·97	
	1906		289	71	...	...	...	111,475	6·07	2·83	1,439	...	4·16	50·32	41·26	813·58	223 84	
	1907		307	33	...	...	...	125,807	6·89	3·73	6,786	...	4·83	52·33	42·60	796·90	223·49	
B. D.	1903	Bengal	•	...	...	...	...	3,023	11·22	...	...	...	...	31·33	29·83	...	...	*Prices are given at the place of delivery which is the place of storage.
	1904				...	...	...	3,474	10·60	...	...	...	...	30·14	28·05	...	...	
	1905				...	...	...	3,652	10·67	...	...	...	...	30·52	28·78	...	...	
	1906				...	...	...	3,876	...	...	...	...	...	35·56	32·95	...	...	
	1907				...	...	...	3,852	...		...	...	...	35·08	32·56	...	...	
B. G. J. P.	1903	England, Bengal and Palana.	54	...	813	23·24	...	6,027	15·44	...	80	7·73	...	30·26	27·32	800·61	170·38	
	1904		53	...	2	23·23	...	7,531	14·13	...	86	7·50	...	31·20	28·37	774·69	173·11	
	1905		52	...	5	23·23	...	8,010	14·07	...	83	7·50	...	32·05	29·03	816·07	179·85	
	1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52	
	1907		66	...	...	...	...	10,055	15·28	...	108	9·00	...	30·30	27·67	815·63	178·48	
B.	1903	England, Bengal and Burma.	109	...	968	21·36	...	72,740	10·63	...	66,406	3·81	...	51·98	42·70	1,087·55	258·16	
	1904		128	...	599	21·22	...	78,834	10·47	...	52,977	4·54	...	49·98	41·42	981·89	240·27	
	1905		150	...	348	21·21	...	95,711	10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11	
	1906		162	56	83	21·21	...	94,734	10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50	
	1907		133	58	2,183	21·22	...	96,576	11·32	...	18,564	4·40	...	44·02	36·21	795·92	197·79	
D.	1903	Bengal	...	...	...	...	...	393	4·06	...	...	...	...	56·55	56·55	...	...	
	1904		...	...	...	...	...	501	5·50	2·25	...	...	...	71·30	...	...	...	
	1905		...	...	Information not available			...	...		...	...	...	...	...	...	...	
	1906		...	...														
	1907		...	...	...	...	...	330	6·79	4·61	...	...	...	46·38	46·38	...	...	
D. S.	1903	Assam	•	...	...	...	...	3,933	8·50	8·50	12	2·56	2·00	43·67	29·46	...	...	
	1904				...	...	...	4,838	8·50	8·50	10	1·71	1·71	51·88	33·39	...	...	
	1905				...	...	...	5,012	8·50	8·50	4	2·22	2·22	49·79	32·06	...	...	
	1906				...	...	...	6,664	8·50	8·50	...	...	...	55·07	36·34	...	...	
	1907				...	...	...	7,454	8·50	8·50	...	...	...	59·80	38·28	...	...	
E. B. S.	1903	Bengal and Assam	280	...	...	...	...	47,247	6·52	3·78	...	...	...	44·07	35·65	844·38	229·44	
	1904		285	...	...	...	...	49,391	6·09	3·75	...	...	...	45·84	36·77	872·27	231·02	
	1905		281	...	...	...	...	48,662	6·06	4·32	...	...	...	46·88	36·52	805·30	227·73	
	1906		299	...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	857·53	246·92	
	1907		323	...	...	...	...	60,909	7·48	4·35	...	...	...	46·31	35·76	801·13	219·23	
H. G. V.	1903	Singareni.	347	...	...	...	...	14,610	10·00	6·62	265	4·60	...	39·66	35·55	1,031·64	217·01	
	1904		347	...	...	...	...	14,309	9·82	5·56	205	10·52	5·56	40·86	36·85	986 72	205·73	
	1905		291	...	...	...	...	16,686	8·90	4·76	...	...	...	39·50	35·70	825·63	201·96	
	1906		286	...	...	...	...	15,683	7·83	4·81	...	...	...	37·59	33·68	753·84	194·36	
	1907		285	...	...	...	...	15,101	7·80	4·79	...	...	...	35·06	31·36	697·34	179·20	
J. B.	1903	Bengal and Palana.	358	...	...	...	...	22,420	11·98	7·36	120	4·38	4 38	52·50	49·61	1,018·95	267·31	
	1904		344	...	...	...	...	27,832	10·84	6·13	152	3·62	3·62	59·31	55·34	1,137·75	297·67	
	1905		651	...	...	...	...	24,689	11·27	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73	
	1906		581	...	...	...	...	28,369	12·39	8·02	163	3 71	3·71	48·96	45·57	806·95	237·56	
	1907		584	...	...	...	...	27,688	13·92	6·91	171	5·18	5·18	48·83	46·03	900·25	244·07	
M. R. W.	1903	Bengal.	29	...	...	...	...	1,541	21·20	12·35	30	10·66	10·66	24·27	23·32	...	...	† This distance is by rail; the distance by sea is 637 miles.
	1904		†386	...	...	...	...	1,777	17·51	11·04	53	8·27	8·27	24·26	23·06	...	...	
	1905		445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...	
	1906		†386	...	...	...	...	1,419	17·25	15·25	23	10·89	10·89	34·05	33·51	...	...	
	1907		†386	...	...	...	...	1,654	17·54	16·54	42	9·26	9 26	30·12	29 27	...	...	
N. & S. C.	1903	England, Bengal and Singareni.	688	18	1,662	29·00	‡29·17	11	13·60	5·12	5,889	4·61	4·25	61·42	54·08	2,409·43	369·85	‡ Including sea freight from England.
	1904		148	21	2,430	25·35	‡22·54	133	14·34	8·95	5,116	4·48	4·04	61·30	54·18	2,605 63	423·49	
	1905		207	24	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	2,637·03	424·78	
	1906		204	29	2,580	25·13	21·33	1,463	13·65	5·70	5,961	4·65	4·04	56·13	49·73	...	...	
	1907		191	32	2,435	25·71	21·83	337	17·01	11·52	6,989	4·98	4·31	50 78	45·34	2,909·67	469·09	

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Number.	By. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight	Indian coal. Cost per ton. Excluding freight	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
h)	R. M.	1903	Bengal and Singareni.	725	...	...	...	...	95,725	15·79	6·03	2,615	5·00	5·00	37·60	31·93	474·48	161·48	
		1904		792	...	...	...	...	109,754	14 39	4·20	2,481	5·00	5·00	38·08	32·62	496·38	169·95	
		1905		780	...	...	...	...	134,200	14·15	4·03	2,055	5·00	5·00	40·27	34·74	485·11	171·85	
		1906		802	...	...	...	...	145,037	15 26	4·77	1,126	5·00	5·00	40·33	34·84	527 34	174·25	
n)		1907		954	...	...	...	...	156,612	12·87	4·94	1,232	5·00	5·00	40·82	35·29	532·15	175 01	
9	R. & K.	1903	Bengal	677	...	...	...	...	1,792	11·46	2·37	17,105	...	3·27	30·91	25·25	613·37	173·58	
		1904		606	...	...	...	...	1,719	13·63	3·00	10,673	...	3·47	32·25	26·28	632·13	183·90	
c)		1905		605	...	...	...	...	8,942	11·03	2·35	8,923	...	2·94	43·29	34 79	794 75	237·60	
b)		1906		612	...	...	...	...	8,749	10·85	2·75	17,779	...	3·49	45·98	36 55	500·71	121·08	
		1907		685	...	...	...	...	6,681	10 35	4 25	30,410	...	3·81	43·79	34·59	862·31	174 86	
	S. I.	1903	Bengal and Singareni.	82	...	...	...	...	60,096	12·18	...	10,516	4·91	...	37·71	34·23	774·08	205·48	
		1904		83	...	...	...	...	68,680	11·40	...	11,295	4·99	...	38·21	34·79	849·61	218·52	
)		1905		81	...	...	...	...	72,314	11·39	...	9,477	5·01	...	36·90	33·74	802·70	200·51	
		1906		79	24	...	...	...	73,541	11·53	...	5,587	4·94	...	36·36	33·13	777·07	190·32	
		1907		80	70	...	...	...	81,162	12·64	...	9,402	5·00	...	38·06	34·64	847·98	203·97	
5)	S. M.	1903	England Singareni and Bengal.	351	74	133	18·88	18·88	38,492	14·25	8·40	65,629	5·44	4·19	40·71	36·27	803·88	219·75	
		1904		316	72	...	...	...	40,327	13·99	8·30	69,209	5·32	4·03	37·79	33·28	710·39	201·82	
		1905		...	82	...	...	...	43,125	13 68	8·95	70,137	5·36	4·00	37 04	32 82	718 13	200·65	
		1906		365	79	2,418	18·08	15·00	53,037	13·00	6·38	74,743	5·37	4·05	39·38	35 07	744·54	211·10	
)		1907		292	56	4,112	20·72	18·00	61,234	13 91	8·78	69,699	4·99	4 05	42·61	37·30	745·00	220·64	
2	U. C.	1903	Bengal, Warora & Mohpani.	977	...	...	...	...	863	18·71	3·65	4	7·00	7·00	37·37	35·02	1,438·32	207·76	
		1904		1,087	...	...	...	...	701	19·00	2·25	...	...	...	30·32	28·51	1,551·44	185·59	
		1905		1,087	...	...	...	...	762	19 00	2·25	11	...	...	31·91	29·88	1,117·8	167·86	
		1906		1,087	...	...	...	...	906	19·00	3·75	10	...	...	37 09	34·74	1,033·95	177 39	
		1907		1,087	...	...	...	...	846	15 50	5·50	...	...	...	34·89	32·71	990·07	166·73	
	B. L.	1903	Singareni.	441	...	...	...	...	77	14·50	5·50	566	4·97	4·97	40·75	39·32	1,732·86	664 00	
		1904		...	...	...	...	...	...	...	...	790	6·19	6·19	94·59	92 82	...	...	
		1905		...	...	...	...	...	159	...	...	742	6·19	6·19	101·82	99 93	...	...	
		1906		273	...	...	...	...	289	...	...	1,102	7·19	7·19	43·65	42 20	1,016·65	...	
		1907		...	...	...	...	...	3,294	...	...	182	...	...	61·20	59·73	...	...	
	C.B.	1903	Bengal and Assam.	85	...	...	...	...	980	9·86	9·04	...	...	...	23·76	21·50	...	...	
		1904		72	...	...	...	...	1,271	9·45	9·40	...	...	...	36·36	30 57	...	...	
)		1905		75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...	
		1906		71	...	...	...	...	856	9 62	9·50	...	...	...	20·40	17·21	...	...	
		1907		67	...	...	...	...	1,459	8·55	7 00	...	...	...	25·81	22·56	...	...	
:	C.	1905	...	...	...	...	...	...	123	17·25	...	2	24·50	...	64·16	64·16	...	...	
		1906	...	...	...	...	...	...	215	18·00	...	3	21 50	...	29·71	29·71	3·76	3·35	
		1907	...	...	...	...	...	...	179	17 55	...	1	25·56	...	16·78	13·22	3·07	1·10	
2	G.D. & R.	1903	Bengal	...	...	...	...	...	1,417	...	...	70	...	...	25·50	25·17	...	...	
		1904		...	...	...	...	..	1,246	...	..	83	...	...	25·39	25·12	...	...	
)		1905		...	...	...	...	...	1,384	...	...	207	...	...	27·05	26·90	...	...	
		1906		...	...	...	...	...	1,833	...	...	79			28·91	28·80	...	...	
)		1907		335	...	...	...	...	1,860	17·19	14·02	91	3·00	3·00	24·47	24 38	...	...	
1	J.G E., P.R., R.D., M.B. & P.L. L.	1903	Bengal	515	...	...	...	...	1,236	6·71	2·12	...	...	...	33 11	32·32	1,788 92	477·10	
		1904		575	...	...	...	...	4,311	9·78	2 46	...	...	...	47 98	42·9	1,·67 65	374·01	
		1905		569	...	...	...	...	7,333	9·53	2·18	...	...	...	46·34	40·77	1,040·14	320 38	
		1906		443	...	...	...	...	10,761	7·15	2 43	...	...	...	57·52	48·93	1,421·63	335·15	
		1907		237	...	...	...	...	18,155	7·02	3·87	...	...	...	70·55	57·48	1,509·23	389·57	
	K. S.	1903	Bengal	1,021	...	...	...	...	288	20·00	2·25	...	...	...	46·43	35·75	...	...	
		1904		1,018	...	...	...	...	5,166	21·00	2·25	144	12·19	...	69·46	59·97	7,984·93	1,135·26	
		1905		1,016	...	...	...	...	5,189	17·50	2 25	43	...	...	71·18	66·77	6,500·13	942·22	
		1906		904	...	...	...	...	4,917	18·15	4·00	3	...	14·00	77·29	67·65	5,407·71	893·13	
		1907		1,012	...	...	...	...	7,081	...	5·00	...	...	...	73·53	65·26	5,879·23	837·70	

APPENDIX 27—*concluded.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—concld.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
8 (*i*) & (*j*)	K. T. & N. D.	1903	Bengal and Dandot.	...	...	...	...	...	2,788	...	...	192	...	...	25·16	21·45	2,362·43	435·6	* Bengal coal *vid* Kiamari Rs. 11·08 and *vid* Ghaziabad Rs. 14·82.
		1904		...	...	...	...	...	2,731	*	†	270	5·35	...	21·34	17·83	1,882·21	335·28	
		1905		...	...	12	‡	‡	2,726	§	‖	132	...	...	19·72	16·08	1,243·44	301·98	
		1906		...	...	...	...	...	3,548	(*a*)	(*b*)	74	...	...	19·43	16·17	1,763·93	337·51	
		1907		...	...	...	...	...	4,001	...	...	8	...	...	22 03	18·15	1,951·14	371·80	
6 (*g*) & (*h*).	M. D. T. K.	1906	Bengal & Singareni.	478	19	...	...	...	1,342	11·60	5·70	207	4·13	3·73	35·63	31·86	2,910·01	469·17	† Bengal coal from Rs 1·94 to Rs. 3·25 Chita Daud coal Rs. 11·22 and Khost and Dandot coal between Rs. 6·98 and Rs. 13.
		1907		159	...	...	...	...	1,528	14·95	11·52	186	...	4·25	37·24	32·78	5,669·29	469·82	
19 (*c*)	P. W L.	1903	Bengal	...	...	...	...	...	...	...	...	1,226	...	3·26	19·03	17·81	...	...	‡ There was no importation of foreign coal during the year.
		1904		...	...	...	...	...	...	...	...	1,400	...	...	21·31	19·96	...	...	
		1905		655	...	...	...	...	24	11·03	2·35	1,303	...	3·59	20·39	19·41	...	...	
		1906		...	...	...	...	...	...	...	...	1,520	...	3·56	21·94	20·74	...	...	
		1907		...	...	...	...	...	...	...	...	1,501	...	3 68	23 23	21·23	...	...	
30	B. P.	1903	Bengal	157	...	...	...	...	960	5·36	2·92	...	...	...	25·27	24·10	...	...	§ Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·84.
		1904		157	...	...	...	...	1,083	4·44	2·03	...	...	...	26·92	25·37	...	...	
		1905		157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·92	...	...	
		1906		157	...	...	...	...	1,428	4 24	1·81	...	...	...	34·24	32 33	...	...	
		1907		157	...	...	...	...	1,696	5·94	3·40	...	...	...	40·36	38·13	...	...	
31	T. B.	1903	Assam	...	...	...	...	...	523	11·81	...	...	...	...	35·40	...	...	...	‖ Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Daud coal between Rs. 8·04 and Rs. 12·27.
		1904		...	...	...	...	...	580	13·50	...	...	...	...	38·52	...	...	...	
		1905		...	...	...	...	...	643	13·50	...	...	...	...	38·85	...	...	...	
		1906		...	...	...	...	...	673	13·50	...	...	...	...	40·44	...	...	...	
		1907		...	...	...	...	...	576	13·50	...	...	...	...	35·34	...	...	...	
33	D. H.	1903	Bengal	...	...	...	...	...	4,666	13·98	3·12	...	...	...	53·23	53·23	...	...	(*a*) Bengal coal *vid* Kiamari Rs. 11·76 and Ghaziabad Rs. 15·85.
		1904		...	...	...	...	...	4,697	10·09	2·50	...	...	...	41·22	40·83	...	...	
		1905		...	...	...	...	...	5,025	7·84	2.25	...	...	...	44·68	44·68	...	...	
		1906		...	...	...	...	...	4799	10·09	2 50	...	...	...	46·08	46·08	...	...	(*b*) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.
		1907		...	...	...	...	...	7,887	12·72	2·25	...	...	...	76 35	76·68	...	...	
5 (*g*)	G. L.	1903	Bengal and Mohpani.	750	...	...	...	...	1,617	16·00	2·75	14	...	...	38·30	36·00	...	...	
		1904		535	...	...	...	...	1,930	13·28	3·25	24	...	...	36·13	34·10	...	...	
		1905		535	...	...	...	...	2.558	13·62	3·75	27	...	...	41·73	38·81	...	...	
		1906		535	...	...	...	...	2,848	c13·37	3·75	25	...	...	43·86	40·45	...	...	
		1907		538	...	...	...	...	3,103	11·38	5·00	25	...	...	44·02	39·94	...	...	(*c*) Reduced to Rs. 10·12 per ton from 15th November 1906.
36	J.	1903	Assam	9	...	...	...	...	773	13·76	13·62	...	...	...	33·15	...	...	...	**12 miles from Steamer Ghat to Jorhat; 130 miles from Ledo to Moriani.
		1904		11	...	...	...	...	890	13 61	...	...	...	...	34·61	...	...	...	
		1905		12	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...	
		1906		**	...	...	...	...	946	13 61	8·50	...	...	...	41·76	...	...	...	
		1907		142	...	...	...	...	1,010	13 61	8·50	...	...	...	40·14	...	...	...	
5 (*i*)	M. T. H.	1907	...	54	...	11	25·00	24·00	200	19·00	18·00	10	7·00	...	68·73	63·89	...	...	†† Excluding the Bukhtiarpore-Behar, Ranaghat-Krishnagar, Thatôn-Duyinzaik, Howrah-Amta and Howrah-Sheakhala Light railways.
		1903††		...	...	17,696	...	...	2,203,889	...	...	497,185	...	...	...	...	...	...	
		1904‡‡		...	...	17,432	...	...	2,447,341	...	...	395,297	...	...	...	...	...	...	‡‡ Excluding the Bukhtiarpore-Behar, Thatôn-Duyinzaik, Howrah-Amta, and Howrah-Sheakhala Light railways.
		TOTAL 1905§§	...	...	...	18,235	...	...	2,668,424	...	...	253,093	...	...	...	...	...	...	
		1906§§		...	...	37,280	...	...	2,878,231	...	...	248,224	...	...	...	...	...	...	
		1907§§		...	...	54,861	...	...	3,343,219	...	...	189,448	...	...	...	...	...	...	§§ Excluding the Deoghur and Baraset-Basirhat and Shahdara (Delhi)-Saharanpur railways and the railways named in the remark.‡‡

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1907.

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by railways in India.	Quantity of Indian coal exported by sea.		Quantity of Foreign coal imported into India.	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana. (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16) *	(17)	(18)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716	Information is not available.	500	778,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	44,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		30,972	717,024	52,180
1890.	1,626,245	137,022	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	...	13,284	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	122,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,737	17,289	5,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	...	26,257	...	...	22,993	†3,863,698	1,182,051	389,842	191,030	524,420	93,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	399,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	723,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,885	176,705	77,169
1905.	7,234,103	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,668,424	1,635,263	1,144,680	147,760	50,024
1906.	‡8,617,820	92,848	285,490	170,292	467,924	‡73,1 1	...	42,164	32,372	...	1,222	‡9,783,251	2,878,281	1,830,793	1,394,732	199,215	27,150
1907.	9,993,343	134,088	295,795	178,588	414,221	60,749	...	42,488	28,062	...	...	11,147,339	3,343,219	1,865,056	1,040,242	227,176	74,412

* Up to 1893 the figures in this column are for official years and exclude exports to Burma Ports.
† Includes 1,000 tons produced in the North-Western Provinces.
‡ Revised.

APPEN

State collieries worked by Railway

Particulars.			Kurhurbaree and Serampore.		Warora.		Ballarpur.		Mohpani.	
			1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)			(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Name of owner			East Indian railway.		State.		State.		Great Peninsula railway.	Indian railway.
Capital outlay		Rs. ...	22,85,524	27,34,082	12,84,360	11,12,415	...	5,81,524	7,02,912	8,02,223
Output.	Large coal.	Tons ...	510,044	513,792	24,714	...	...	...	24,210	36,768
	Small coal.	Tons ...	20,060	29,387	7,613	...	...	...	...	...
	Slack coal.	Tons ...	87,875	73,599	...	...	...	...	*3,293	*4,564
	Total.	Tons ...	623,979	616,778	32,327	...	...	15,439	27,503	41,332
Quantity issued.		Tons ...	649,959	617,095	32,498	...	...	13,154	25,944	40,855
Gross earnings.		Rs. ...	§10,81,339	§11,39,841	1,77,470	...	...	65,879	1,44,457	2,21,051
Working expenses.		Rs. ...	10,81,339	11,39,841	1,30,543	...	...	¶45,042	1,77,997	2,10,649
Net earnings or loss.		Rs. ...	...	...	46,927	...	...	20,837	—33,540	10,402
Percentage on capital ...			...	...	3·65	...	...	3·58	...	1·30
Average number of persons employed daily.			6,900	6,149	413	...	...	329	790	979
Number of tons raised per person employed.			90	100	78	...	...	47	35	42
Number of persons killed ...			1	1	...	...	...	...	...	...
Number of persons injured ...			10	21	2	...	...	...	1	...

DIX 29.

Companies or by the State.

Dandot.		Khost.		Haranpur pressed fuel factory.		Khost pressed fuel factory.		Remarks.
1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
North State	Western railway.	North State	Western railway.	North State	Western railway.	North State	Western railway.	
2,03,177	2,04,646	3,05,769	3,31,078	72,613	69,050	...	27,752	*Kurhurbaree and Serampore collieries.*—The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
28,947	23,309	852	419	...	...	...	...	
140	...	†73	†36	...	...	...	...	§ Coal issued to railway at cost price.
14,574	13,156	‡31,575	‡29,415	...	...	...	...	*Warora colliery.*—The working of the colliery has been abandoned from the 1st May 1906. The decrease in the capital outlay in 1907 was due to the transfer of machinery, stores, etc., during the year.
43,661	36,465	32,500	29,870	6,541	6,015	...	12,462	*Ballarpur colliery.*—The working of the colliery was started from the 1st April 1907.
43,661	36,465	32,500	29,378	6,541	6,015	...	12,462	¶ Excludes establishment charges which are being charged to Capital account.
3,40,218	2,73,961	2,73,610	2,47,032	75,222	69,172	...	1,50,503	*Mohpani colliery.*—The capital outlay is made up of the purchase money (£ 40,000) and the expenditure incurred from the date of purchase (1st July 1904).
3,45,709	2,82,942	2,95,382	2,87,766	71,149	75,121	...	1,36,747	*Haranpur pressed fuel factory.*—The decrease in the capital outlay in 1907 was due entirely to the amount written off for depreciation.
—5,491	—8,981	—21,772	—40,734	4,073	—5,949	...	13,756	
...	...	...	...	5·61	...	...	49·56	*Khost pressed fuel factory.*—Purchased by the North Western State railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
1,340	1,078	704	706	12	11	...	24	
33	34	46	42	1	2	...	292	* Splint coal. † Nut coal. ‡ Mixed coal.
...	...	5	4	...	...	...	1	
4	4	1	2	...	...	...	...	

APPENDIX 30.

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.)				Number of servants.				Total of all classes.			
							Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains	5	7	6	10	11	17	1	15	24	19	3	6	6	7	4	21	30	26
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	40	55	26	39	66	94	3	30 *1*	77 *4*	104 2	7	21	36	35	10	52	117	141
3. Collisions between goods trains or parts of goods trains	20	15	71	106	91	121	...	*3*	...	*1*	8	...	31	14	8	3	31	15
4. Collisions between light engines	1	6	43	39	44	45	...	...	...	...	...	1	5	12	...	1	5	12
5. Passenger trains or parts of passenger trains leaving the rails	74	73	79	84	153	157	...	...	17	4	1	3	4	7	1	3	21	11
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	9	53	385	526	394	579	1	...	4	...	...	2	4	2	1	2	8	2
7. Trains or engines travelling in the wrong direction through points	11	31	143	151	154	162	...	*1*	...	*6*	...	2	1	13	...	3	1	19
8. Trains running into stations or sidings at too high a speed	4	6	24	27	28	33	...	...	...	...	3	...	...	...	3	...	...	...
9. Trains running over cattle on the line	6	15	3,632	4,175	3,638	4,190	...	*1*	5	2	...	1	1	6	...	2	6	8
10. Trains running over obstructions on the line	18	47	162	180	180	227	1 *6*	7	15 *12*	2 *20*	2	...	4	7	9	7	31	29
11. Trains running through gates at level crossings	...	1	35	41	35	42	*3*	*1*	...	*4*	...	...	2	...	3	1	2	4
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (*a*) The bursting of tubes, etc., of engines	...	3	288	313	288	316	...	...	...	...	...	...	...	2	...	...	...	2
Carried over	188	312	4,894	5,691	5,082	6,003	6 *9*	45 *14*	137 *21*	129 *35*	24	36	94	105	39	95	252	269

APPENDIX 30—*concluded.*

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907—concld.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.) Killed.		Number of passengers and others. (Figures in italics were not passengers.) Injured.		Number of servants. Killed.		Number of servants. Injured.		Total of all classes. Killed.		Total of all classes. Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Brought forward .	188	312	4,894	5,691	5,082	6,003	6 *9*	45 *14*	137 *21*	129 *35*	24	36	94	105	39	95	252	269
13. The failure of machinery, springs, etc., of engines .	...	7	756	891	756	898	...	...	...	...	1	...	...	2	1	...	...	2
14. The failure of tyres .	...	1	5	8	5	9	...	...	...	...	...	...	3	...	...	...	3	...
15. Ditto of wheels .	...	2	16	17	16	19	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles .	6	10	71	93	77	103	...	...	...	...	...	...	1	...	...	...	1	...
17. Ditto of brake apparatus .	1	1	6	8	7	9	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	6	34	353	375	359	409	...	...	29	...	1	...	4	...	1	...	33	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	3	3	3	4	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails . . .	1	3	130	282	131	285	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way . .	36	25	158	104	194	129	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments . . .	10	7	64	59	74	66	...	...	1	...	1	...	...	...	1	...	1	...
23. Fire in trains . . .	3	10	150	224	153	234	3	...	2	2	1	...	1	1	4	...	3	3
24. Fire at stations, or involving injury to bridges or viaducts	10	7	52	68	62	75	*2*	*1*	...	*1*	3	1	5	...	5	2	5	1
25. Other accidents . .	31	46	721	755	752	801	...	*1*	25 *1*	19 *5*	8	3	40	12	8	4	66	36
Total .	292	466	7,379	8,578	7,671	9,044	9 *11*	45 *16*	194 *22*	150 *41*	39	40	148	120	59	101	364	311

Numerical return of servants of all races employed on each railway system (open lines only) and

Number.		Railway system. (*Vide* Appendix 38.)	Number of servants employed.							
			Europeans.		Eurasians.		Natives.		Total.	
Main head.	Sub-head.		1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	545	509	726	774	28,494	28,767	29,765	30,050
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	229	256	217	187	16,384	17,447	16,830	17,890
3	...	Eastern Bengal State	379	397	517	647	30,516	34,765	31,412	35,809
4	...	East Indian	1,534	1,625	1,064	1,174	82,221	86,070	84,819	88,869
5	...	Great Indian Peninsula	1,138	1,217	971	1,014	67,710	73,512	69,819	75,743
6	...	Madras	314	320	1,697	1,754	25,679	28,001	27,690	30,075
7	...	Nizam's Guaranteed State	90	95	390	388	7,854	8,073	8,334	8,556
8	...	North Western State	986	1,020	743	794	64,357	70,825	66,086	72,639
9	...	Oudh and Rohilkhand State	322	346	311	353	21,860	23,835	22,493	24,534
10	...	Assam-Bengal	84	91	103	207	6,311	8,494	6,498	8,792
11	...	Bengal and North-Western	173	194	237	234	21,779	24,930	22,189	25,358
12	...	Bengal Dooars	4	4	4	4	1,167	1,164	1,175	1,172
13	...	Bhavnagar-Gondal-Junagad-Porbandar	7	8	30	29	2,742	2,872	2,779	2,909
14	...	Burma	160	167	607	656	15,105	16,477	15,872	17,300
15	...	Deoghur	...	...	1	1	61	61	62	62
16	...	Dibru-Sadiya	9	9	...	...	1,053	1,130	1,062	1,139
17	...	Jodhpur-Bikaner	11	12	4	5	3,771	4,106	3,786	4,123
18	...	Morvi	1	1	2	3	388	405	391	409
2	(*h*) to (*n*)	Rajputana-Malwa	462	499	513	516	28,154	29,508	29,129	30,523
19	...	Rohilkund and Kumaon	25	33	24	27	3,571	4,326	3,620	4,386
20	...	South Indian	158	169	717	717	15,143	15,224	16,018	16,110
21	...	Southern Mahratta	171	173	456	468	15,319	15,912	15,946	16,553
22	...	Udaipur-Chitor	2	2	...	...	362	366	364	368
23	...	Baraset-Basirhat Light	...	...	1	1	153	160	154	161
24	...	Barsi Light	2	2	6	12	358	519	366	533
25	...	Bukhtiarpore-Behar Light	1	1	...	...	115	123	116	124
26	...	Cutch	1	1	...	...	55	55	56	56
29	...	Shahdara (Delhi)-Saharanpur	...	1	...	8	...	385	...	389
30	...	Tarakeshwar-Magra Light	...	...	1	1	228	232	229	233
31	...	Tezpore-Balipara Light	2	2	2	2	190	205	194	209
33	...	Darjeeling-Himalayan	24	20	9	8	894	838	927	866
34	...	Howrah-Amta Light	5	5	1	3	445	487	451	495
35	...	Howrah-Sheakhala Light	...	...	...	...	95	98	95	98
36	...	Jorhat	1	1	...	...	225	222	226	223
		Total	6,840	7,180	9,354	9,982	462,759	499,594	478,953	516,756

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1907.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1907.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit	
(12)	(13)	(14)	(15)	(16)	(17)	(18)
		Rs.	Rs.	Rs.	Rs.	
344	4,834	2,20,204	14,53,09[illegible]	11,41,370	28,14,664	
2	3,263	26,554	22,33,938	14,08,837	36,69,329	Excludes the Provident Fund transactions of the Godhra-Rutlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
171	6,583	89,024	15,14,908	14,73,139	30,77,071	
7,421	12,129	...	...	...	1,36,51,766	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
3	8,420	1,047	1,13,46,273	...	1,13,47,320	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
114	6,918	1,36,597	21,71,188	16,88,064	39,95,849	
...	1,494	...	6,64,042	5,97,930	12,61,972	
442	10,185	1,15,014	39,00,208	37,33,708	77,48,930	
164	3,545	35,241	11,36,564	9,87,520	21,59,325	
...	1,362	...	3,25,416	1,92,965	5,18,381	
10	2,507	74,155	9,50,127	9,17,672	19,41,954	
...	160	...	41,193	34,452	75,645	
183	484	39,110	2,35,010	1,72,630	4,46,750	
...	3,308	...	10,98,679	8,68,293	19,66,972	
...	...	...	...	...	...	
...	...	...	...	...	...	
31	438	5,933	1,05,166	94,747	2,05,846	
2	89	700	19,128	2,167	21,995	
396	4,646	1,01,191	20,37,046	18,83,881	40,22,118	
1	569	96	1,89,989	1,71,216	3,61,301	
29	3,342	23,215	14,61,045	6,76,427	21,60,687	
...	3,910	...	15,19,559	7,86,575	23,06,134	
...	40	...	8,783	4,253	13,036	
...	20	...	2,109	2,404	4,513	
...	...	...	...	...	...	
...	17	...	1,869	2,081	3,950	
...	...	...	...	...	...	
...	34	...	1,466	1,466	2,932	
...	77	...	1,578	256	1,834	
...	...	...	...	...	...	
...	153	...	1,05,371	1,34,107	2,39,478	
...	76	...	14,954	8,767	23,721	
...	26	...	2,419	2,385	4,804	
10	32	1,082	8,210	4,448	13,740	
9,323	78,661	8,69,163	3,25,49,328	1,69,91,760	6,40,62,017	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.

Number.		Corps.	Enrolled strength.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including servants on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	36	154	939	12	1,141	1,283	10	
2	(*a*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	22	64	437	3	526	443	5	
3	...	Eastern Bengal State	24	78	739	30	871	1,044	4	
4	...	East Indian	70	252	2,058	28	2,408	2,799	18	
5	...	Great Indian Peninsula— *First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles*	49	183	1,272	34	1,538	2,231	13	
6	...	Madras	43	216	1,370	14	1,643	2,074	12	
7	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	11	26	172	19	228	483	3	
8	...	North Western State	42	130	1,066	76	1,314	1,814	12	
9	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	15	70	560	6	651	699	4	
		Oudh Light Horse	...	1	2	...	3		...	
10	...	Assam-Bengal...	18	26	244	...	288	298	3	
11	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles*	18	47	265	10	340	428	5	
		United Provinces Light Horse, Gorakhpur Squadron	1	8	36	...	45		...	
13	...	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company*	2	6	20	...	28	37	1	
14	...	Burma	25	78	640	14	757	823	9	
18	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* ...	...	...	1	...	1	4	...	
2	(*h*) to (*n*)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	28	101	661	3	793	1,015	11	
19	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifle Corps* ...	1	4	26	1	32	60	...	
20	...	South Indian	18	75	395	69	557	886	8	
21	...	Southern Mahratta	24	116	493	1	634	641	7	
22	...	Udaipur-Chitor— *Bombay, Baroda and Central India Railway Volunteer Rifles* ...	1	1	...	...	2	2	...	
30	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles*	...	...	1	...	1	1	...	
32	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	1	3	11	...	15	28	1	
		Total ...	449	1,639	11,408	320	13,816	17,093	126	

APPENDIX 33.

Strength and cost of the Police force on each railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1907.

Number.		Railway system. (*Vide* Appendix 38.)	Subordinate officers.	Constables and men.	Portion of the total annual cost borne by the Railway.				Cost of force to the railway per mile open.	Compensation payments on account of claims for goods lost or damaged.	Remarks.
Main head.	Sub-head.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	18	913	21,906	62,894	7,036	91,836	42·31	36,000	
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	82	602	22,749	57,782	13,989	94,520	102·56	76,252	
3	...	Eastern Bengal State	100	1,114	780	97,238	377	98,395	72·58	2,67,693	
4	...	East Indian	89	2,245	82,063	1,78,772	47,489	3,08,324	124·74	1,56,571	
5	(*a*) to (*f*).	Great Indian Peninsula	37	1,595	68,598	1,37,438	21,237	2,27,273	80·77	2,99,263	
6	...	Madras	23	856	13,655	1,08,732	10,689	1,33,076	82·36	20,463	
7	...	Nizam's Guaranteed State	10	397	18,104	44,947	3,106	66,157	89·07	811	
8	(*a*) to (*g*) & (*i*) to (*k*).	North Western State	...	1,533	...	1,68,887	1,762	1,70,649	39·14	1,62,723	
9	...	Oudh and Rohilkhand State	8	671	2,912	51,032	2,811	56,755	42·52	32,506	
10	...	Assam-Bengal	7	269	13,206	19,454	1,872	34,532	44·80	5,182	
11	...	Bengal and North-Western	20	655	1,971	68,038	1,155	71,164	40·01	33,731	
12	...	Bengal Dooars	...	10	...	1,110	...	1,110	7·25	336	
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	35	119	22,766	13,952	9,062	45,780	100·51	9,261	
14	...	Burma	148	461	35,867	82,769	19,321	1,37,957	93·54	13,882	
17	...	Jodhpur-Bikaner	3	42	1,886	4,230	363	6,479	7·78	5,889	
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa	131	1,359	54,416	87,223	5,714	1,47,353	65·04	97,774	
18	...	Morvi	6	14	2,296	1,732	1,396	5,424	57·31	47	
19	...	Rohilkund and Kumaon	15	186	1,524	14,766	1,477	17,767	50·06	1,448	
20	...	South Indian	...	253	...	75,986	...	75,986	55·70	5,241	
21	...	Southern Mahratta	14	765	20,515	73,641	9,508	1,03,664	61·68	18,631	
23	...	Baraset-Basirhat Light	...	2	...	568	...	568	21·85	...	
24	...	Barsi Light	1	13	315	1,499	353	2,167	27·78	63	
8	(*h*)	Kalka-Simla	...	9	—297	3,308	20	3,031	50·99	2,113	
5	(*g*)	Gwalior Light	1	37	240	3,156	258	3,654	19·90	...	
5	(*h*)	Matheran Light	...	2	...	51	...	51	4·04	...	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1907.

Number.		Railway system. (*Vide* Appendix 38.)	Assets.				Disbursements.						Balance on 31st December 1907.
Main head.	Sub-head.		Balance on 31st December 1906. (*Revised.*)	Fines and bonus forfeited during 1907.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur .	35,786	19,054	1,240	56,080	...	30	2,571	8,943	5,846	17,390	38,690
2	(*a*),(*c*)to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India . .	2,665	6,966	...	9,631	100	303	685	1,990	3,217	6,295	3,336
3	...	Eastern Bengal State	12,156	11,032	331	23,519	...	213	5,098	6,750	1,785	13,846	9,673
4	...	East Indian . .	81,612	18,341	2,587	1,02,540	...	490	2,909	2,784	15,574	21,757	80,783
5	...	Great Indian Peninsula	10,272	17,941	756	28,969	...	7,411	547	1,762	6,599	16,319	12,650
6	...	Madras . . .	90,848	13,655	3,824	1,08,327	262	12,725	164	11	85,015	98,177	10,150
7	...	Nizam's Guaranteed State . . .	11,433	2,339	467	14,239	...	...	155	100	1,552	1,807	12,432
8	(*a*)to(*g*) and (*i*) to(*k*)	North Western State	16,853	26,653	554	44,060	100	779	8,294	12,328	5,103	26,604	17,456
9	...	Oudh and Rohilkhand State . . .	14,521	7,397	384	22,302	...	42	...	479	3,873	4,394	17,908
10	...	Assam-Bengal . .	8,624	9,537	...	18,161	...	1,493	1,336	1,794	2,544	7,167	10,994
11	...	Bengal and North-Western . . .	98,842	17,766	1,338	1,17,946	...	40	2,157	230	1,236	3,663	1,14,283
12	...	Bengal Dooars . .	1,669	377	50	2,096	...	...	157	478	...	635	1,461
13	...	Bhavnagar-Gondal-Junagad-Porbandar	5,798	739	182	6,719	36	48	...	41	789	914	5,805
14	...	Burma . . .	4,419	24,218	...	28,637	...	...	3,104	2,198	13,281	18,583	10,054
17	...	Jodhpur-Bikaner .	8,576	2,633	...	11,209	130	...	294	549	196	1,169	10,040
18	...	Morvi . . .	1,475	77	...	1,552	...	106	...	...	5	111	1,441
2	(*b*) &(*h*) to (*n*).	Rajputana-Malwa .	44,229	12,542	1,067	57,838	100	1,736	6,147	150	21,800	29,933	27,905
19	...	Rohilkund and Kumaon	32,823	3,242	494	36,559	...	100	...	1,267	32	1,399	35,160
20	...	South Indian . .	1,48,098	14,706	4,492	1,67,296	...	1,025	529	2,435	4,217	8,206	1,59,090
21	...	Southern Mahratta .	2,058	4,289	53	6,400	16	490	1,639	3,703	531	6,379	21
22	...	Udaipur-Chitor . .	417	33	...	450	...	...	...	...	...	...	450
23	...	Baraset-Basirhat Light . . .	...	83	...	83	...	...	...	...	83	83	...
25	...	Bukhtiarpore-Behar Light . . .	...	9	...	9	...	...	...	...	9	9	...
8	(*h*)	Kalka-Simla . .	680	189	4	873	...	...	...	...	...	...	873
30	...	Tarakeshwar-Magra Light . . .	...	20	...	20	20	...	...	...	...	20	...
31	...	Tezpore-Balipara Light	27	17	...	44	...	...	22	...	...	22	22
33	...	Darjeeling-Himalayan	92	148	...	240	...	...	...	100	2	102	138
34	...	Howrah-Amta Light .	...	174	...	174	...	...	...	...	174	174	...
35	...	Howrah-Sheakhala Light . . .	...	6	...	6	...	...	...	...	6	6	...
36	...	Jorhat . . .	370	112	11	493	...	...	...	...	120	120	373

APPENDIX 35.

Railway and Railway aided schools at the close of the calendar year 1907.

Number. Main head.	Number. Sub-head.	Railway system. (*Vide* Appendix 38.)	RAILWAY SCHOOLS. Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Contributions. By Government.	Contributions. By Railway. From Revenue.	Contributions. By Railway. From Fine Fund.	Contributions. By school fees.	Contributions. Total.	Expenditure.	RAILWAY AIDED SCHOOLS. Number of schools.	Average daily attendance. Children.	Average daily attendance. Apprentices and workmen.	Railway grant. From Revenue.	Railway grant. From Fine Fund.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	
1	...	B. N. European	10	337	230	3	3	6,555	6,060	850	6,405	19,870	15,348	4	72	...	900	131	
		B. N. Native	4	417	329	5	5	1,955	1,500	1,590	1,542	6,587	6,159	...	...	...	...	...	
2	(*a*) to (*g*) & (*o*) & (*p*)	B., B. & C. I. European	3	69	50	3	2	1,365	1,770	160	2,029	5,324	5,592	24	78	...	3,106	525	
		E. European	...	...	...	...	...	...	...	...	...	...	...	5	126	4	1,764	3,626	
3	...	B.S. Native	5	86	69	261	94	...	2,098	...	...	2,098	2,098	12	418	...	1,148	1,472	
		E.I. European	21	906	803	89	72	16,495	33,488	...	1,06,772	1,56,755	1,60,124	7	264	...	2,441	...	
4	...	E.I. Native	68	2,590	1,927	3,420	1,487	4,386	4,086	2,762	11,644	22,878	21,605	1	240	...	...	147	
		G. I. P. European	5	247	208	...	...	3,559	18,496	372	2,449	24,876	24,876	17	359	...	5,359	...	
5	(*a*) (*b*) & (*h*)	G. I. P. Native	...	...	...	...	...	...	...	...	...	...	...	4	169	...	731	...	
5	(*c*) to (*g*)	I. M. European	2	102	64	...	...	1,210	7,001	165	1,336	9,712	9,712	2	9	...	205	10	
6	...	M. European	9	383	336	...	...	7,545	23,130	164	4,292	35,131	35,586	13	218	...	5,080	...	
		N. G. S. European	1	32	27	...	...	...	420	...	231	651	428	...	...	...	...	...	
7	(*a*) & (*b*)	N. G. S. Native	1	12	6	...	...	...	59	...	15	74	59	3	164	...	120	155	
8	...	N. W. European	2	63	42	32	23	2,916	2,975	825	992	7,708	7,127	17	395	...	13,275	3,668	In addition to these grants from the Fine Fund, the North Western State railway also contributed Rs. 2,889 for the "Oakgrove School" at Mussoorie and Rs. 62 to the Cathedral Orphanage, Lahore.
		N. W. Native	26	96	83	7,411	465	...	5,736	156	284	6,176	5,296	4	179	3	2,508	694	
9	...	O. & R. European	5	55	49	53	43	964	2,649	...	1,126	4,739	3,613	19	64	...	8,167	...	
		O. & R. Native	3	...	...	78	37	...	443	...	...	443	443	4	138	...	1,455	...	
10	...	A. B. European	2	18	14	...	...	...	500	663	33	1,196	1,417	...	...	...	...	...	
		A. B. Native	...	...	...	...	...	...	...	...	...	...	...	2	26	...	...	673	
11	...	B. & N. W. European	3	87	75	...	...	858	1,800	2,157	1,246	6,061	6,318	...	...	...	...	...	
		B. & N. W. Native	...	...	...	...	...	...	...	...	...	...	...	2	45	...	324	...	
12	...	B. D. Native	...	...	...	...	...	...	...	...	...	...	...	1	27	...	...	157	
13	...	B. G. J. P. European	1	10	13	...	...	...	1,150	...	412	1,562	1,295	...	...	...	...	...	
		B. G. J. P. Native	2	88	66	...	...	...	680	...	244	924	859	...	...	...	...	...	
14	...	B. European	3	87	65	16	15	2,534	63	971	1,942	5,510	5,298	17	36	...	453	453	
		B. Native	2	168	152	17	16	2,666	442	1,222	2,885	7,215	6,151	18	51	...	458	458	
16	...	D. S. Native	1	55	42	...	...	...	300	...	439	739	1,495	...	...	...	...	...	
17	...	J. B. Native	1	17	10	...	...	...	...	294	...	294	294	...	...	...	...	...	
		H. G. V. European	3	99	69	...	...	...	2,437	...	782	3,219	2,471	3	146	...	510	...	
7	(*c*)	H. G. V. Native	1	47	34	6	3	...	984	...	135	1,119	991	5	390	...	510	...	
		R. M. European	7	179	138	96	83	3,306	3,338	3,837	3,793	14,274	13,685	1	15	...	180	840	
2	(*h*) to (*n*)	R. M. Native	4	210	184	76	71	960	485	1,470	1,944	4,859	4,708	2	110	...	902	...	
		S. I. European	5	217	168	3	3	1,280	7,554	529	850	10,213	8,083	...	...	...	...	...	
20	...	S. I. Native	1	32	32	...	...	113	561	...	129	803	561	...	...	...	...	...	
		S. M. European	5	238	177	...	...	707	5,714	250	1,606	8,277	8,276	9	394	...	...	830	
21	...	S. M. Native	6	193	163	96	87	150	1,121	400	1,066	2,737	2,513	1	121	...	...	159	
31	...	T. B. Native	1	...	...	13	7	...	61	22	...	83	83	...	...	...	...	...	
		Total ...	217	7,140	5,625	11,678	2,466	59,524	1,37,101	18,559	1,56,623	3,72,107	3,62,564	197	4,254	7	49,626	13,998	

APPENDIX 38.

History of open lines of railways, and of lines under construction or sanctioned for construction, on the 31st December 1907.

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APPENDIX 38.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—Sir Samuel Hoare, Bart.

Managing Director—R. Millee, Esq.

Offices—132, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Bengal-Nagpur railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*)	Bengal-Nagpur railway (5′ 6″ gauge)	1,421·93	361·40	1,783·33
	East Coast (State) railway, Northern section (5′ 6″ gauge)	311·93	...	311·93
(*b*)	Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	250·10	34·75	284·85
(*c*)	Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(*d*)	Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*e*)	Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·45	...	72·45
(*f*)	Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(*g*)	*Gondia-Chanda* (2′ 6″ gauge)	...	212·40	212·40
	Total	2,170·38	608·55	2,778·93

Running powers—

	Miles.
Home line over Foreign lines :—	
At Katni, East Indian railway, for passenger and goods trains	0·30
At Asansol „ „ „ for passenger and goods trains	0·50
At Howrah „ „ „ for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway, for passenger and goods trains	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras railway, North-East line, for passenger and goods trains	4·97
Total	7·42
Foreign line over Home line :—	
Great Indian Peninsula railway at Katni (for passenger trains only)	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Details of construction—

The open mileage of the Bengal-Nagpur railway, 5′ 6″ gauge, amounts to 1,783·86 miles, which may be divided into (*1*) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 627 miles, branches, 794·93 miles; and (*2*) *Northern section of the old East Coast (State) railway*, main line (Barang to Waltair), 284·75 miles, branch, 27·18 miles. Of this 71·71 miles are double line.

Besides the above, 361·40 miles were sanctioned for construction, on 56·50 miles of which work has been commenced.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and the main line was opened through in 1891. The Sini-Howrah section was opened in 1900.

Permanent-way.—The line is laid with 75-lb. and 85-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *vid* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla, Nainpur to Chhindwara; and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 123.

1 (*b*) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the Jubbulpore-Gondia extension amounts to 250·10 miles, which may be divided into main line (Jubbulpore to Gondia), 140·94 miles, and branches, 109·16 miles. Besides these 26·32 miles (Mandla branch) were under construction and work on 8·43 miles was held in abeyance. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 123.

1 (*c*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the line is 72·45 miles. It was sanctioned in 1905 and opened in 1907.

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—See page 123.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*f*) Raipur-Dhamtari branch, Bengal-Nagpur railway, (2′ 6″ gauge)—

Details of construction—

This branch is 56·94 miles in length and consists of the main line (Raipur to Dhamtari), 45·74 miles, and the branch (Abhanpur to Rajim), 11·20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—

TABLE I.

[BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATE) RAILWAY, THE JUBBULPORE-GONDIA EXTENSION, THE PURULIA-RANCHI AND THE RAIPUR-DHAMTARI BRANCHES.]

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	28,62,990	...	...	...	83,911	...	—83,911
1880	55,49,511	1,03,952	28,215	0·51	1,58,804	...	—1,30,589
1881	73,65,710	2,81,529	66,056	0·90	2,62,932	...	—1,96,876
1882	90,64,388	6,04,386	1,89,171	2·09	3,39,967	...	—1,50,796
1883	96,43,590	13,20,021	6,83,860	7·09	3,73,283	...	+3,10,577
1884	1,06,34,112	13,23,014	6,58,030	6·19	4,24,400	...	+2,33,630
1885	1,50,66,406	14,14,889	4,93,575	3·28	5,86,281	...	—92,706
1886	1,81,70,455	14,24,521	5,33,514	2·94	7,29,554	...	—1,96,040
1887	2,42,30,987	14,47,705	3,03,207	1·25	13,35,563	...	—10,32,356
1888	5,23,92,291	16,09,195	5,21,978	1·00	24,11,218	...	—18,89,240
1889	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204
1890	8,14,66,762	28,64,578	5,47,463	0·67	33,88,852	...	—28,41,389
1891	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223
1892	9,56,14,736	60,83,562	30,08,166	3·15	39,05,345	...	—8,97,179
1893	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374
1894	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579
1895	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	—13,15,356
1896	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635
1897	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681
1898	14,67,03,520	68,79,193	33,63,854	2 29	54,23,186	...	—20,59,332
1899	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	—12,54,039
1900	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	2,24,836	+ 9,97,577
1901	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	—18,39,515
1902	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569
1903	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876
1904	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	+45,702
1905	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,318	6,73,547	+26,98,187
1906	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,69,268	+30,40,205
1907	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,07,13,305	9,15,910	+32,16,934

TABLE II.

Calendar year.	Nagpur-Chattisgarh, 3′ 3⅜″.		Katni-Umaria, 5′ 6″.		(*a*) Bengal-Nagpur, 5′ 6″.		(*b*), (*e*) & (*f*) Jubbulpore-Gondia extension, Purulia-Ranchi and Raipur Dhamtari branches 2′ 6″.	
	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings	Earnings per mile per week.	Proportion of expenses to earnings	Earnings per mile per week.	Proportion of expenses to earnings.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.		Rs.		Rs.		Rs.	
1879	...	...	...	...	...	...	...	...
1880	51	79·54	...	...	...	...	...	...
1881	87	76·53	...	...	...	...	...	...
1882	114	68·70	...	...	...	...	...	...
1883	170	48·19	...	...	...	...	...	...
1884	171	57·82	...	...	...	...	...	...
1885	183	65·12	...	...	...	...	...	...
1886	184	62·51	37	104·35	...	...	...	...
1887	177	59·09	41	116·41	...	...	...	...
1888	...	...	...	...	164	67·56	...	...
1889	...	...	...	...	134	80·25	...	...
1890	...	...	...	...	101	80·89	...	...
1891	...	...	...	...	129	50·81	...	...
1892	...	...	...	...	141	50·55	...	...
1893	...	...	...	...	144	49·17	...	...
1894	...	...	...	...	149	51·30	...	...
1895	...	...	...	...	153	48·49	...	...
1896	...	...	...	...	142	54·03	...	...
1897	...	...	...	...	138	51·94	...	...
1898	...	...	...	...	143	51·10	...	...
1899	...	...	...	...	152	47·96	...	...
1900	...	...	...	...	207	40·56	...	...
1901	...	...	...	...	161	52·68	25	72·13
1902	...	...	...	...	176	51·09	21	77·27
1903	...	...	...	...	178	54·63	21	61·98
1904	...	...	...	...	210	48·97	31	67·32
1905	...	...	...	...	270	44·53	42	71·83
1906	...	...	...	...	295	46·88	56	65·56
1907	...	...	...	...	308	48·24	72	61·31

1 (*e*) Mourbhanj railway (2′ 6″ gauge)—

Details of construction—

This railway is 32·41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 1}{\text{Sub-heads } (a) \text{ to } (g)}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*concld.*

1 (*c*) Mourbhanj railway (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	6,29,160	31,494	9,444	1·50	19	70·01
1906	6,76,547	44,825	21,888	3·24	27	51·17
1907	7,12,765	43,532	21,567	3·03	26	50·46

1 (*d*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 24·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1903	7,10,974	16,633	—9,267	...	13	155·70
1904	7,10,974	20,675	—1,301	...	16	106·29
1905	7,12,466	27,181	+4,479	0·63	21	83·52
1906	7,12,466	21,494	—9,702	...	17	145·14
1907	7,12,602	25,440	—5,877	...	20	123·11

1 (*g*) Gondia-Chanda railway (2′ 6″ gauge)—

Details of construction—

This railway, which runs from Gondia to Chanda (148·65 miles), with a branch from Nagbhir to Nagpur (63·75 miles) total length 212·40 miles, was sanctioned in 1904 and work was started in November 1905.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**

Chairman—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

Secretary—COLONEL W. V. CONSTABLE, R.E.

Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprising the system—The Bombay, Baroda and Central India railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway	(5′ 6″ gauge) 465·12 (3′ 3⅜″ gauge) 39·23	504·35	...	504·35
(*b*) Godhra-Ratlam-Nagda railway	(5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Muttra railway	(5′ 6″ gauge)	101·00	239·47	340·47
(*d*) Nagda-Ujjain railway	(5′ 6″ gauge)	34·32	...	34·32
(*e*) Petlad-Cambay railway (Anand-Tarapur section)	(5′ 6″ gauge)	21·50	...	21·50
(*f*) Petlad-Cambay railway (Tarapur-Cambay section)	(5′ 6″ gauge)	12·30	...	12·30
(*g*) Tapti Valley railway	(5′ 6″ gauge)	155·48	...	155·48
(*h*) Ahmedabad-Dholka railway	(3′ 3⅜″ gauge)	33·50	...	33·50
(*i*) Ahmedabad-Parantij railway	(3′ 3⅜″ gauge)	54·70	...	54·70
(*j*) Gaekwar's Mehsana railway	(3′ 3⅜″ gauge)	92·63	45·84	138·47
(*k*) Jaipur (Siwai-Madhopur) railway	(3′ 3⅜″ gauge)	72·84	...	72·84
(*l*) Palanpur-Deesa railway	(3′ 3⅜″ gauge)	17·28	...	17·28
(*m*) Rajputana-Malwa railway	(3′ 3⅜″ gauge)	1,778·06	...	1,778·06
(*n*) Vijapur-Kalol-Kadi railway	(3′ 3⅜″ gauge)	41·37	...	41·37
(*o*) Gaekwar's Dabhoi railway	(2′ 6″ gauge)	94·48	...	94·48
(*p*) Rajpipla railway	(2′ 6″ gauge)	37·37	...	37·37
(*q*) *Kosamba-Zankavav railway*	(2′ 6″ *gauge*)	...	26·44	26·44
	Total	3,192·32	311·75	3,504·07

Running powers—

Home line over foreign line —

	Miles.
Dadar Junction to Carnac Bridge, Great Indian Peninsula railway (for goods trains only)	4·39

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dadar Junction to Colaba (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage amounts to 504·35 miles, which may be divided into 389·35 miles of main line and 115 miles of branches. 251·90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flalt-footed steel rails on creosoted pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41¼-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80 ; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contract—

The railway is worked under the following contract :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

Terms of contract.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent. stock to the amount of £10,089,146 in satisfaction of £9,685, 581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*contd.*

Terms of contract—*concld.*

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(*i*) the working expenses of the undertaking which may include any single item of capital expenditure to be classed as a new minor work which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines;

(*iii*) rebate payable to the Tapti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways;

(*iv*) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum;

(*v*) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions :—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$th part of the total surplus exceeds in any year ½ per cent. on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$th part of so much surplus as will be required to make the Company's $\frac{1}{10}$th share thereof ½ per cent. on the average amount of the capital stock and $\frac{1}{5}$th part of the residue of the surplus. The Secretary of State will be entitled to so much of the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (iv) above shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking.

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Guaranteed interest (converted at current rates of exchange up to 1905). (6)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (7)	Gain or loss to the State *pertaining to each calendar year.* (8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	8,54,16,162	71,52,788	32,13,354	3·76	43,69,254	...	−11,55,900
1880	8,47,31,626	82,44,376	47,34,654	5·58	43,69,254	5,83,846	−2,18,446
1881	8,66,45,448	97,45,133	56,78,755	6·55	43,69,254	8,30,798	+4,78,703
1882	8,75,89,091	1,01,76,190	50,15,619	5·73	43,07,734	8,06,346	−98,461
1883	8,89,91,377	1,19,22,209	67,16,067	7·54	43,38,189	11,44,829	+12,33,049
1884	9,02,69,608	1,21,95,590	68,87,562	7·63	49,99,341	13,17,768	+5,70,453
1885	9,22,58,636	1,31,40,336	74,01,987	8·02	52,35,189	14,57,541	+7,09,257
1886	9,16,82,002	1,35,05,635	78,73,228	8·50	55,87,440	16,97,985	+5,87,803
1887	9,32,12,200	1,21,64,856	69,98,127	7·50	57,17,318	12,56,055	+24,754
1888	9,45,87,848	1,27,38,933	70,48,164	7·45	60,29,893	12,68,879	−2,50,608
1889	9,49,45,797	1,32,34,371	75,41,081	7·94	61,10,257	14,86,390	−55,566
1890	9,53,16,045	1,29,40,370	74,23,195	7·79	54,66,227	14,22,120	+5,34,848
1891	9,55,86,799	1,41,37,769	82,25,120	8·60	58,61,996	18,06,348	+5,56,776
1892	9,55,28,735	1,42,44,478	81,30,959	8·51	65,57,945	17,86,755	−2,13,741
1893	9,62,57,802	1,50,96,045	95,78,044	9·95	66,44,227	25,09,537	+4,24,280
1894	9,77,45,855	1,59,48,484	1,00,70,974	10·30	76,09,071	27,35,713	−2,73,810
1895	9,97,90,965	1,75,53,067	1,09,37,063	10·96	77,03,258	31,37,619	+96,186
1896	10,31,57,107	1,62,03,933	89,00,862	8·60	73,03,613	20,78,128	−4,80,879
1897	10,63,10,220	1,42,61,293	64,70,202	6·09	69,36,853	9,51,545	−14,18,196
1898	10,85,60,144	1,58,62,726	87,42,205	8·05	67,87,071	19,49,477	+5,657
1899	11,40,73,858	1,74,65,045	92,90,365	8·15	67,46,663	21,68,922	+3,74,775
1900	11,60,94,044	1,75,98,486	82,28,632	7·08	68,35,449	15,68,577	−1,75,394
1901	11,95,61,022	1,59,38,796	87,53,789	7·32	70,04,569	18,11,890	−62,670
1902	12,18,78,965	1,57,43,536	79,37,622	6·51	71,28,187	12,93,644	−4,84,209
1903	12,37,33,839	1,69,63,028	84,95,201	6·87	72,59,871	15,12,518	−2,77,188
1904	12,44,90,478	1,78,23,863	93,87,312	7·54	73,86,912	18,91,136	+1,09,264
1905	12,52,43,397	1,93,82,065	1,08,90,134	8·70	73,82,579	26,03,049	+9,04,506
1906	12,55,08,073	1,99,81,754	1,05,39,688	8·40	72,58,353	3,95,883	+28,85,502
1907	12,88,84,026	2,10,78,442	1,18,80,851	9·22	71,98,558	4,52,599	+42,29,694

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number—$\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

TABLE II.

Calendar year. (1)	Earnings per mile per week. (2)	Proportion of expenses to earnings. (3)	Calendar year. (4)	Earnings per mile per week. (5)	Proportion of expenses to earnings. (6)	Calendar year. (7)	Earnings per mile per week. (8)	Proportion of expenses to earnings. (9)	Calendar year. (10)	Earnings per mile per week. (11)	Proportion of expenses to earnings. (12)
	Rs.			Rs.			Rs.			Rs.	
1860	49	70·17	1872	290	59·97	1884	509	42·95	1896	676	45·07
1861	73	54·97	1873	260	59·23	1885	548	43·11	1897	595	54·63
1862	94	50·14	1874	565	52·12	1886	564	41·12	1898	662	44·89
1863	138	49·51	1875	285	54·41	1887	508	41·89	1899	729	46·81
1864	156	85·33	1876	296	54·74	1888	532	44·11	1900	734	52·50
1865	223	63·83	1877	345	41·97	1889	552	42·44	1901	665	44·06
1866	278	71·93	1878	298	46·61	1890	540	42·06	1902	659	49·00
1867	291	66·56	1879	309	46·97	1891	590	41·23	1903	753	49·46
1868	287	73·66	1880	355	42·57	1892	594	42·92	1904	718	47·12
1869	307	74·32	1881	423	41·04	1893	630	36·55	1905	780	43·78
1870	327	60·54	1882	427	50·76	1894	665	36·85	1906	809	47·27
1871	300	59·98	1883	497	43·10	1895	732	37·69	1907	852	43·48

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Details of construction—

This railway is 141·14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway.

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

This railway is being constructed by the State, to be worked provisionally by the Bombay, Baroda and Central India Railway Company.

Details of construction—

The present open mileage from Nagda to Morak amounts to 101 miles ; the sanction to its construction was given in 1905 and it was opened in 1907. The section from Morak to Muttra, 239·47 miles, was under construction.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian sleepers.

Ballast.—Broken stone.

Fencing.—The line is not yet fenced.

Curves.—The sharpest curve is of 1,275 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The open sections of the line are being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts. This provisional arrangement will hold good until the line is opened throughout.

Statistics of working—

	TABLE I.						TABLE II.	
Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907	2,76,57,016	70,180	7,610	0·10	8,09,524	−8,01,914	57	89·15

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 34·32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following :—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Rutlam-Nagda railway.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay, to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	5,33,660	...	...	...	...	...
1896	20,71,251	40,701	17,762	0·86	49	56·36
1897	22,19,919	1,04,639	47,756	2·15	58	54·36
1898	22,31,596	1,29,627	71,509	3·20	73	44·83
1899	22,34,346	1,47,175	77,732	3·48	83	47·18
1900	22,29,753	2,51,783	1,20,956	5·42	141	51·96
1901	22,31,982	1,12,366	67,208	3·01	63	40·19
1902	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	22,41,230	1,20,951	62,949	2·81	68	47·95
1904	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	22,40,441	1,99,985	1,06,620	4·76	112	46·69

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 21·50 miles long. Its construction was sanctioned in 1888, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement.— } notice.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Anand-Tarapur section.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.					TABLE II.			
					Gaekwar's Petlad, 5′ 6″.		Petlad-Cambay (Anand-Tarapur section), 5′ 6″.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.		Rs.	
1888	11,030	...	...	...	...	...	...	...
1889	4,71,822	...	...	...	...	...	...	...
1890	6,47,922	32,649	20,870	3·22	71	36·08	...	...
1891	7,10,118	59,113	36,346	5·12	85	38·51	...	...
1892	7,11,081	61,243	34,757	4·89	88	43·25	...	...
1893	7,12,768	63,953	40,627	5·70	92	36·47	...	...
1894	7,23,482	69,668	44,037	6·09	100	36·79	...	...
1895	7,23,139	73,891	46,584	6·44	106	36·96	...	...
1896	7,23,616	1,17,540	82,847	11·45	169	29·52	...	...
1897	7,55,769	64,737	33,946	4·49	93	47·56	...	...
1898	7,49,047	51,121	28,156	3·76	74	44·92	...	...
1899	7,52,439	70,668	39,312	5·22	102	44·37	...	...
1900	7,52,097	88,481	41,713	5·55	127	52·86	...	...
1901	11,86,381	93,233	51,769	4·36	...	...	101	44·47
1902	11,85,930	1,05,951	56,818	4·79	...	...	95	46·37
1903	11,48,092	98,451	50,289	4·38	...	...	88	48·92
1904	11,46,552	1,20,974	64,876	5·66	...	...	108	46·37
1905	11,31,273	1,40,463	81,966	7·25	...	...	126	41·65
1906	11,30,873	1,39,209	73,634	6·51	...	...	124	47·11
1907	11,30,869	1,66,978	88,288	7·81	...	...	149	47·13

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12·30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	7,49,676	12,011	5,950	0·79	40	50·46
1902	7,49,676	25,497	13,622	1·81	45	46·57
1903	7,49,676	25,151	12,803	1·71	44	49·10
1904	7,68,728	32,199	17,276	2·25	57	46·35
1905	8,06,482	33,638	19,603	2·43	59	41·72
1906	8,11,255	34,531	18,265	2·25	55	47·11
1907	8,10,876	42,318	22,355	2·76	66	47·17

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Details of construction—

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was sanctioned in 1896 and opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

26th August 1907 (between the Secretary of State and the Tapti Valley Railway Company) as to working charges.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1896	8,390	...	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	...	...
1897	20,96,294	...	...	...	...	...	...		...	...
1898	82,70,413	2,836	...	...	...	...	...		18	48·70
1899	1,21,09,133	2,42,593	...	...	...	...	...		71	47·40
1900	1,28,31,291	6,68,475	...	...	...	...	...		84	44·00
1901	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90		74	43·07
1902	1,29,70,581	8,26,485	4,64,242	3·57	45,196	5,09,438	3·92		102	43·95
1903	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03	Excluding interest, Rs. 4,483, on the capital cost of works at Amalner junction, the percentage of total income on capital outlay in 1903 was 4·00.	107	44·00
1904	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·95
1906	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86		140	44·00
1907	1,30,97,236	10,34,612	5,79,383	4·42	...	5,79,383	4·42		128	44·00

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ 6″ gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column(2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	10,13,420	64,261	35,986	3·55	...	35,986	3·55	45	44·00
1904	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54·70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

17th September 1907 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) as to working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ 6″ gauge lines, proportionate to its total earnings but not exceeding 4½ per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2.)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	13,12,752	...	...	...	...	...	...	...	...
1897	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	19,49,855	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	40·04
1903	19,88,869	1,50,112	84,063	4·45	...	84,063	4·45	53	44·00
1904	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Details of construction—

The total length of this railway is 92·63 miles. It consists of three branches, Mehsana to Kheralu, 27·73 miles, Mehsana to Viramgam, 40·21 miles, and Mehsana to Patan, 24·69 miles. The first branch was opened throughout in 1888 and the other two in 1891.

Besides the above 45·84 miles were under construction.

Permanent-way.—The Kheralu and Viramgam branches are laid with 41¼-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41¼-lb. steel rails.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole line, except 41¼ miles which are fenced by wire, was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1887	13,55,492	27,890	5,564	0·41	33	80·05
1888	9,16,565	47,502	16,672	1·82	43	64·90
1889	11,18,446	53,290	20,348	1·82	37	61·82
1890	25,44,340	59,241	23,308	0·92	41	60·66
1891	29,04,050	1,94,247	1,05,801	3·64	49	45·53
1892	29,71,610	2,58,963	1,53,005	5·15	54	40·92
1893	30,26,752	3,36,859	1,98,250	6·55	70	41·12
1894	30,94,578	3,79,972	2,36,387	7·64	79	37·79
1895	32,55,044	3,38,444	2,02,440	6·22	70	40·18
1896	32,61,448	4,23,283	2,71,262	8·32	88	35·91
1897	32,63,900	3,39,125	1,18,358	3·63	70	46·58
1898	32,82,612	3,46,491	1,99,052	6·07	72	42·55
1899	32,83,612	3,76,160	2,16,654	6·60	79	42·40
1900	33,01,950	4,28,545	2,36,754	7·17	89	44·75
1901	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	33,63,329	3,74,515	1,98,977	5·92	78	46·87
1903	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907	50,55,731	4,34,903	2,30,317	4·56	90	47·04

2 (*k*) Jaipur (Siwai Madhopur) railway (3′ 3⅜″ gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganer, from which station this railway actually starts. The open mileage (Sanganer to Siwai Madhopur) is 72·84 miles. It was sanctioned in 1897 and was opened through in 1907.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contracts—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under—

(1) *Agreement of*—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working, and

(2) Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur (Siwai Madhopur railway) (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent. of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent. per annum on the capital expenditure incurred.

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which either party may terminate it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	13,20,421	12,299	6,779	0·51	52	44·88
1906	14,77,188	68,943	36,617	2·48	41	46 89
1907	23,42,013	97,734	49,708	2·12	46	49·14

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 17·28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of line which are laid with 41¼-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway.

Power of Company to surrender contract.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (2) and (3).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Contributed by the Palanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1892	20,000	46,746	...	...	...	...	...	1,031	−1,031	...	...
1893	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·63	5,371	−4,261	33	44·87
1894	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	38·35
1895	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·47	9,149	+5,923	57	43·50
1897	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·50
1899	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	1,85,000	2,33,264	47,669	14,238	12,616	7·70	5·41	9,330	+3,286	53	43·66
1901	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	1,85,000	2,36,786	33,690	8,329	8,330	4·50	3·52	9,408	−1,078	37	47·01
1903	1,85,000	2,37,069	29,734	7,423	7,898	4·01	3·33	9,432	−1,534	33	48·47
1904	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	−1,134	32	46·48
1905	1,85,000	2,37,069	35,178	9,169	10,848	5·12	4·58	9,472	+1,376	39	42·24
1906	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	1,85,000	2,39,155	42,061	10,266	11,878	5·54	4·97	7,223	+4,655	47	47·35

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,778·06 miles. It is made up of the following sections :— (1) *Rajputana section*, main line (Delhi to Ahmedabad), 539·37 miles; Rewari-Bandikui-Phulera loop, 173·89 miles; and branches, 139·03 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393·19 miles; branch, 14·28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 243·20 miles; branches, 12·33 miles; (4) *Rewari-Fazilka section*, 262·77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2·92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced : (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewari-Phulera Chord, 402·27 miles; Rewari-Bandikui-Phulera loop, 173·76 miles, and branches, 93·34 miles; (2) Malwa section, main line, Khandwa to Ajmer, 84·93 miles, and branch 2·17 miles; (3) Cawnpore-Achnera section, main line, 145·47 miles and Brindaban branch, 3·71 miles; and (4) Rewari-Fazilka section 112·59 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see 2 (*a*), Bombay, Baroda and Central India railway proper.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$ · **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I (including the Godhra-Ratlam-Nagda railway).

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (7)	Gain or loss to the State *pertaining to each calendar year.* (8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	7,06,47,354	38,64,997	15,41,903	2·18	28,43,439	...	−13,01,536
1880	8,38,87,014	59,12,511	17,33,714	2·07	35,81,449	...	−18,47,735
1881	9,30,43,645	94,70,410	35,96,044	3·86	37,48,505	...	−1,52,461
1882	9,94,83,933	1,14,82,614	52,84,668	5·31	38,74,919	...	+14,09,749
1883	11,08,57,933	1,35,64,166	63,39,208	5·72	40,74,808	...	+22,64,400
1884	11,92,08,595	1,46,20,446	61,92,677	5·19	43,90,548	...	+18,02,129
1885	12,22,63,117	1,73,00,501	79,71,964	6·52	49,10,379	...	+30,61,585
1886	12,80,59,407	1,82,98,610	89,55,549	6·99	51,72,731	5,75,389	+32,07,429
1887	12,87,69,487	1,65,28,203	81,24,547	6·31	51,86,578	3,91,932	+25,46,037
1888	12,96,59,656	1,86,14,714	96,31,727	7·43	52,27,345	6,70,044	+37,34,338
1889	13,02,53,556	1,99,30,005	1,07,97,217	8·29	52,48,893	9,11,158	+46,37,166
1890	13,00,01,510	1,74,28,281	86,42,525	6·65	52,61,288	4,80,624	+29,00,613
1891	13,17,20,440	2,17,89,570	1,23,17,065	9·35	53,13,844	12,04,507	+57,98,714
1892	14,34,24,072	2,24,00,454	1,32,14,774	9·21	56,14,176	13,52,989	+62,47,609
1893	14,30,06,325	2,26,33,265	1,33,25,640	9·32	57,00,808	13,12,591	+63,12,241
1894	14,72,89,588	2,51,44,200	1,54,75,342	10·51	58,77,844	16,90,156	+79,07,342
1895	15,55,56,871	2,45,42,974	1,41,02,358	9·26	59,78,606	14,48,443	+69,75,309
1896	15,03,08,348	2,10,21,002	1,13,79,807	7·57	60,63,242	8,24,541	+44,92,024
1897	14,94,51,054	1,84,74,358	1,00,97,008	6·76	60,48,581	5,67,228	+34,81,199
1898	15,03,74,730	2,23,17,315	1,19,05,991	7·91	60,77,309	10,73,133	+47,55,549
1899	15,14,26,773	2,60,94,541	1,47,30,148	9·73	60,92,658	15,12,259	+71,25,231
1900	15,31,25,211	2,91,75,054	1,60,55,050	10·48	61,35,151	13,30,625	+85,89,274
1901	15,43,58,624	2,78,62,296	1,48,89,645	9·65	61,89,498	...	+87,00,147
1902	15,64,35,445	2,58,96,694	1,36,25,409	8·71	62,80,315	5,644	+73,39,450
1903	15,78,84,717	2,27,25,664	1,12,42,360	7·18	62,84,957	...	+50,57,403
1904	16,17,31,683	2,33,65,288	1,21,57,833	7·52	64,55,047	...	+57,02,786
1905	16,28,49,528	2,84,44,243	1,62,29,896	9·97	64,41,437	...	+97,88,459
1906	16,65,57,367	2,80,04,905	1,47,43,530	8·85	65,99,940	...	+81,43,590
1907	16,85,93,587	2,87,22,171	1,43,93,902	8·54	53,09,963	...	+90,83,939

TABLE II.

Calendar year.	Rajputana-Malwa, 3′ 3⅜″.		Holkar and Sindia-Neemuch, 3′ 3⅜″.		Western Rajputana, 3′ 3⅜″.		Rewari-Ferozepore, 3′ 3⅜″.		Muttra-Hathras, 3′ 3⅜″.		Cawnpore-Farukhabad, 3′ 3⅜″.		Muttra-Achnera, 3′ 3⅜″.		Cawnpore-Achnera, 3′ 3⅜″.		Godhra-Ratlam-Nagda, 5′ 6″.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1873	32	96·59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	69	80·37	60	84·02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	98	64·04	123	91·71	...	...	...	...	108	58·18	...	...	...	...	...	...	...	...
1876	114	65·40	99	92·87	...	...	...	...	55	57·74	...	...	...	...	...	...	...	...
1877	130	67·99	86	76·86	...	...	...	...	66	54·86	...	...	...	...	...	...	...	...
1878	136	61·97	122	67·50	...	...	...	...	65	53·33	...	...	...	...	...	...	...	...
1879	153	66·74	128	74·53	86	86·08	...	...	83	54·97	...	...	...	...	...	...	...	...
1880	152	66·88	118	74·74	151	85·79	...	...	89	57·35	18	233·15	...	...	...	...	...	...
1881	189	60·41	132	69·11	...	...	...	...	90	69·19	65	69·76	39	89·01	...	...	...	...
1882	188	53·07	...	...	...	...	...	...	84	76·97	80	67·36	57	86·42	...	...	...	...
1883	219	52·18	...	...	...	...	75	81·28	...	...	Included with Cawnpore-Achnera.				80	63·98	...	...
1884	223	56·92	...	...	...	...	96	67·28	...	...	...	...	...	...	81	69·17	...	...
1885	224	52·81	...	...	...	...	...	...	...	...	...	...	...	...	70	87·87	...	...
1886	212	50·27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	191	50·84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	215	48·26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	230	45·82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	200	50·41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	251	43·47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	257	41·01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	259	41·12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	41·61
1894	285	38·19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	40·64
1895	269	40·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	184	57·01
1896	227	44·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	189	62·27
1897	212	46·60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	146	72·02
1898	241	42·83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181	51·14
1899	235	42·06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	58·34
1900	317	43·18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219	46·84
1901	313	46·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	156	45·15
1902	291	47·54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	46·27
1903	253	49·16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	147	48·29
1904	260	47·63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	158	47·62
1905	296	42·95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224	42·78
1906	287	47·37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	47·04
1907	292	50·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	247	43·02

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$, **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 41·37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41¼-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kalol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following :—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1899	7,534	...	...	...	...	...
1900	29,885	...	...	...	...	...
1901	6,60,716	...	...	...	...	...
1902	10,47,188	19,514	9,226	1·18	23	52·72
1903	11,84,246	56,916	28,782	2·43	31	49·43
1904	13,35,402	74,572	40,083	3·00	35	46·25
1905	13,19,586	87,131	50,496	3·83	40	42·05
1906	13,24,825	95,660	50,648	3·82	44	47·05
1907	13,05,631	1,14,340	60,246	4·61	53	47·31

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Details of construction—

The total length of the railway is 94·48 miles. It consists of three sections, Miyagam to Chandod, 30·62 miles ; Dabhoi to Bodeli, 22·41 miles ; and Dabhoi to Masor Road, 41·45 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is chiefly ballasted with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*o*) Gaekwar Dabhoi railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. 2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Remarks. (6)
	Rs.	Rs.	Rs.		
1879 . . .	9,62,450	72,083	31,608	3·28	
1880 . . .	11,65,540	1,28,825	65,138	5·59	
1881 . . .	12,57,448	1,41,233	48,849	3·88	
1882 . . .	12,78,942	1,44,022	46,747	3·66	
1883 . . .	12,73,630	1,46,970	38,585	3·05	
1884 . . .	12,80,177	1,49,091	48,560	3·80	
1885 . . .	13,11,229	1,52,283	55,623	4·24	
1886 . . .	13,58,502	1,53,699	39,398	2·90	
1887 . . .	13,46,259	1,56,352	47,339	3·52	
1888 . . .	13,74,295	1,45,757	43,854	3·19	
1889 . . .	16,10,398	1,42,989	49,398	3·07	
1890 . . .	17,53,877	1,95,028	74,570	4·25	
1891 . . .	17,94,157	2,01,165	68,126	3·80	
1892 . . .	18,47,403	3,38,609	1,06,510	5·77	
1893 . . .	18,55,158	2,52,106	1,32,507	7·14	
1894 . . .	18,88,774	2,40,316	95,429	5·05	
1895 . . .	19,08,757	2,34,473	96,764	5·02	
1896 . . .	20,74,756	2,58,788	1,25,657	6·06	
1897 . . .	21,08,574	2,20,901	50,949	2·42	
1898 . . .	21,18,491	2,10,240	−26,592	...	
1899 . . .	21,17,586	2,45,974	87,571	4·14	
1900 . . .	21,17,528	2,35,281	61,606	2·44	
1901 . . .	21,14,302	2,53,936	73,427	3·47	
1902 . . .	22,34,829	2,22,573	76,367	3·62	
1903 . . .	23,60,528	2,60,550	7,467	0·32	
1904 . . .	24,64,882	2,98,906	1,26,426	5·13	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.
1905 . . .	24,72,909	3,72,467	2,04,004	8·25	
1906 . . .	24,75,537	3,94,817	1,78,665	7·22	
1907 . . .	25,62,795	4,69,515	2,62,120	10·23	

TABLE II.

Calendar year. (1)	Earnings per mile per week. (2)	Proportion of expenses to earnings. (3)
	Rs.	
1873	21	98·34
1874	32	75·78
1875	33	78·11
1876	38	75·35
1877	45	78·20
1878	43	62·42
1879	46	56·15
1880	51	49·44
1881	46	65·41
1882	47	67·54
1883	48	73·75
1884	49	67·43
1885	50	63·47
1886	50	74·37
1887	51	69·73
1888	48	69·91
1889	47	65·45
1890	57	61·76
1891	54	66·13
1892	64	55·36
1893	68	47·44
1894	65	60·29
1895	63	58·73
1896	69	51·44
1897	56	76·94
1898	51	112·65
1899	60	64·40
1900	57	73·82
1901	62	71·08
1902	54	65·69
1903	60	97·13
1904	65	57·70
1905	76	45·23
1906	80	54·75
1907	95	44·17

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on half-round jungle teak sleepers.

Ballast.—The line is chiefly ballasted with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

2 (*p*) Rajpipla railway (2′ 6″ gauge).—*concld.*

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.]	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1894	12,674	...	...	...	...	...
1895	77,265	...	...	...	...	...
1896	4,09,141	...	...	...	...	...
1897	7,55,792	5,705	−6,534	...	11	214·53
1898	11,03,333	10,624	−9,172	...	11	186·53
1899	13,07,820	35,809	8,478	0·65	22	76·32
1900	13,10,159	49,463	12,139	0·93	25	75·46
1901	13,06,822	47,182	10,487	0·80	24	77·77
1902	13,05,415	38,726	10,131	0·78	20	73·84
1903	13,04,281	44,830	10,674	0·82	23	76·19
1904	13,04,522	49,207	16,890	1·29	25	65·68
1905	13,04,522	62,017	28,194	2·16	32	54·54
1906	13,04,867	67,137	32,526	2·49	35	51·55
1907	13,51,850	80,183	42,829	3·17	41	46·58

2 (*q*) Kosamba-Zankavav railway (2′ 6″ gauge).

The line will be 26·44 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$ **. EASTERN BENGAL STATE RAILWAY SYSTEM—**

Lines comprising the system.—The Eastern Bengal State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)	507·47	...	507·47
(*b*) Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati and Katihar Godagari extensions (3′ 3¾″ gauge)	711·11	225·26	936·37
(*b*) ,, ,, ,, ,, Ranaghat-Krishnagar and Teesta-Kurigram branches and British section of the Santrabari extension (2′ 6″ gauge)	55·03	...	55·03
(*c*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3¾″ gauge)	53·90	...	53·90
(*d*) Cooch Behar railway (2′ 6″ gauge)	33·60	...	33·60
Total	1,361·11	225·26	1,586·37

Running powers—

Foreign line over home line :—

East Indian railway . { Naihati to Kidderpore Dock Junction } for passenger and goods trains . . . } 34·50
{ ,, ,, Sealdah ,, ,, }
{ ,, ,, Chitpore ,, ,, for goods trains only . . . . . }
{ ,, ,, Brace Bridge Junction for coal only . . . . . }

3 (*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)—

Details of construction—

The open mileage of the standard gauge portion of this system amounts to 507·47 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 163·89 miles; (2) *Southern section*, main line, 29·20 miles, branches, 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·18 miles. Of these 111·34 miles are double and 3·13 miles quadruple line.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal State railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jarrah sleepers at the joints, and the line between Naihati and Ranaghat which is laid with 90-lb. flat-footed steel rails on wooden sleepers. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron and the remainder on wooden sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62-lbs. to the yard on sal sleepers, except on the length between Dum Dum Cantonment and Baraset which is laid with 90-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (*b*) Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3′ 3⅜″ gauge)—

Details of construction—

The metre gauge section comprises an open mileage of 711·11 miles and may be divided into (1) *Northern section* main line, 196·85 miles, branches, 161·51 miles; (2) *Behar section*, main line, 84·88 miles, branches, 95·18 miles; (3), *Dacca section*, 85·92 miles; (4) *Kaunia-Dhubri section*, 51·02 miles and (5) Gauhati extension, 35·75 miles.

In addition to the above 225·26 miles were under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 35·75 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41¼ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41¼-lb. On the Kosi branch and the Dacca section the rails are all 41¼-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41¼-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (*b*) Eastern Bengal State railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20·25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14·99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar railway is 19·79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pyinkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41¼ lbs. per yard, laid on sal sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti.)

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*a*) and (*b*) Eastern Bengal State railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*contd.*

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Annuity. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Remarks. (10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	6,23,44,476	60,22,272	25,79,314	4·14	28,51,165	...	3,67,326	−6,39,177	
1880	6,33,72,354	66,91,060	33,75,186	5·33	29,27,692	...	5,34,950	−87,456	
1881	6,39,51,905	75,05,736	42,86,406	6·70	28,50,922	...	8,24,125	+6,11,359	
1882	6,50,12,846	85,79,404	47,17,459	7·26	27,92,607	...	8,95,329	+10,29,523	
1883	7,01,85,023	80,73,465	47,10,716	6·70	29,48,783	...	4,98,223	+12,63,710	
1884	6,58,68,060	78,12,979	24,80,526	3·77	15,92,486	3,50,920	...	+5,37,120	
1885	7,31,60,273	72,85,916	25,25,336	3·45	21,82,794	7,22,920	...	−3,80,378	
1886	8,00,56,752	82,73,918	30,89,720	3·86	24,34,239	19,04,750	...	−12,49,269	
1887	8,11,53,166	94,30,399	45,04,782	5·55	41,71,008	14,90,152	...	−11,56,378	
1888	8,59,09,629	1,05,19,210	55,25,424	6·44	28,83,744	20,11,011	...	+6,30,669	
1889	8,79,71,516	1,11,76,674	61,91,625	7·04	30,18,703	20,43,953	...	+11,28,969	
1890	10,00,68,626	1,14,78,382	60,70,323	6·07	30,96,150	18,14,110	...	+11,60,063	
1891	10,31,46,023	1,26,75,440	65,32,100	6·33	33,97,743	17,51,621	...	+13,82,736	
1892	10,60,47,429	1,15,56,446	62,33,727	5·88	38,86,181	16,53,922	...	+6,93,624	
1893	10,68,29,000	1,20,51,147	66,35,138	6·21	39,53,310	16,49,185	...	+10,32,643	
1894	10,73,52,685	1,40,15,726	83,53,559	7·78	41,01,624	18,91,850	...	+23,60,085	
1895	10,71,92,132	1,45,09,739	89,74,474	8·37	41,50,415	18,72,565	...	+29,51,494	
1896	10,97,80,613	1,50,81,670	90,02,286	8·20	41,06,132	17,56,150	...	+31,40,004	
1897	11,47,69,205	1,47,62,233	80,60,612	7·02	42,80,503	16,53,278	...	+21,26,831	
1898	11,78,54,619	1,47,17,879	83,35,064	7·07	43,89,356	15,75,020	...	+23,70,688	
1899	12,16,49,777	1,56,12,436	83,01,083	6·82	45,00,276	15,62,391	...	+22,38,416	
1900	12,62,77,100	1,71,00,460	92,46,424	7·32	47,02,516	15,66,769	...	+29,77,139	
1901	13,24,19,708	1,65,99,440	83,08,281	6·27	41,11,665	23,37,123	...	+18,59,493	
1902	14,04,15,194	1,78,93,098	91,48,340	6·52	44,25,883	23,29,895	...	+23,92,562	
1903	15,21,86,102	1,81,52,429	88,57,094	5·82	47,10,867	23,33,377	...	+18,12,850	
1904	16,55,23,769	1,94,63,098	88,23,372	5·33	50,38,905	23,33,925	*33,597	+14,16,945	
1905	19,29,72,987	2,03,73,194	96,19,904	4·99	56,28,338	23,33,730	...	+16,57,836	
1906	20,23,66,593	2,46,31,081	1,06,08,661	5·24	63,28,666	23,33,925	...	+19,46,070	
1907	21,54,21,452	2,65,68,569	1,03,15,781	4·79	59,75,335	25,06,710	...	+18,33,736	

*Represents payment made to the Brahmaputra-Sultanpur Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.

TABLE II.

Calendar year. (1)	3 (*a*) Eastern, Southern and Central sections (5′ 6″ gauge). Earnings per mile per week. (2)	Pro: of exp: to earnings. (3)	3 (*a*) Calcutta and South-Eastern section (5′ 6″ gauge). Earnings per mile per week. (4)	Pro: of exp: to earnings (5)	3 (*b*) Northern Bengal (State) (3′ 3⅜″ gauge). Earnings per mile per week. (6)	Pro: of exp: to earnings. (7)	Kaunia-Dharlla (2′ 6″ gauge). Earnings per mile per week. (8)	Pro: of exp: to earnings. (9)	Northern, Behar and Kaunia-Dhubri sections and Gauhati extension, including the Ranaghat-Krishnagar and Teesta-Kurigram branches and the British section of the Santrabari extension (3′ 3⅜″ and 2′ 6″ gauges). Earnings per mile per week. (10)	Pro: of exp: to earnings. (11)	Dacca section (3′ 3⅜″ gauge). Earnings per mile per week. (12)	Pro: of exp: to earnings. (13)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1862	94	55·59	36	128·39	...	...	...	...	...	...	...	...
1863	149	48·43	38	131·07	...	...	...	...	...	...	...	...
1864	176	53·67	53	137·03	...	...	...	...	...	...	...	...
1865	233	48·98	75	114·32	...	...	...	...	...	...	...	...
1866	243	51·05	79	118·59	...	...	...	...	...	...	...	...
1867	279	48·71	64	133·60	...	...	...	...	...	...	...	...
1868	308	46·33	60	173·12	...	...	...	...	...	...	...	...
1869	313	50·29	55	145·54	...	...	...	...	...	...	...	...
1870	335	55·69	55	104·88	...	...	...	...	...	...	...	...
1871	270	56·01	40	90·82	...	...	...	...	...	...	...	...
1872	344	66·60	40	92·07	...	...	...	...	...	...	...	...
1873	377	49·08	70	102·56	...	...	...	...	...	...	...	...
1874	433	52·18	68	75·35	...	...	...	...	...	...	...	...
1875	356	62·16	71	80·48	...	...	...	...	...	...	...	...
1876	401	43·66	68	108·62	...	...	...	...	...	...	...	...
1877	529	41·07	81	81·74	20	140·29	...	...	...	...	...	...
1878	512	43·71	86	75·08	81	75·31	...	...	...	...	...	...
1879	494	45·97	92	66·44	101	99·96	...	...	...	...	...	...
1880	540	44·81	98	71·32	114	60·10	...	...	...	...	...	...
1881	621	40·91	104	66·43	137	51·23	...	...	...	...	...	...
1882	611	40·60	130	97·42	160	49·04	25	92·97	...	...	...	...
1883	466	50·14	109	54·97	169	49·20	33	81·49	...	...	...	...
1884	422	54·06	Included with Eastern and Southern sections.		156	69·93	39	78·26	...	...	...	...
1885	380	61·25			153	70·16	31	107·29	...	...	47	141·12
1886	403	61·97			189	52·85	29	122·87	...	...	56	111·47
1887	268	52·23			Included with Eastern and Southern sections.				Included with Eastern and Southern sections.			
1888	546	47·47	...	...								
1889	563	44·60	...	...								
1890	521	47·12	...	...	...	...	...	...	...	...	...	...
1891	562	43·61	...	...	...	...	...	...	181	55·48	93	62·10
1892	562	44·32	...	...	...	...	...	...	165	47·32	85	64·40
1893	529	43·74	...	...	...	...	...	...	182	45·17	96	62·41
1894	621	40·33	...	...	...	...	...	...	191	39·14	112	54·46
1895	649	35·97	...	...	...	...	...	...	199	40·29	120	51·49
1896	676	39·74	...	...	...	...	...	...	212	40·04	115	53·27
1897	678	46·48	...	...	...	...	...	...	195	42·44	114	55·92
1898	652	41·86	...	...	...	...	...	...	201	44·88	129	51·68
1899	649	49·30	...	...	...	...	...	...	218	42·21	131	55·78
1900	689	47·75	...	...	...	...	...	...	245	42·14	146	58·83
1901	678	50·89	...	...	...	...	...	...	225	46·91	157	65·12
1902	728	48·18	...	...	...	...	...	...	235	48·65	146	62·12
1903	707	50·27	...	...	...	...	...	...	239	50·14	144	78·25
1904	751	53·14	...	...	...	...	...	...	233	55·69	145	67·62
1905	613	54·61	...	...	...	...	...	...	241	48·77	155	67·28
1906	545	58·91	...	...	...	...	...	...	243	54·06	199	56·74
1907	677	62·97	...	...	...	...	...	...	233	57·96	220	60·01

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.*

3 (*a*) and (*b*) Eastern Bengal State railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*contd.*

Statistics of working—*contd.*

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5′ 6″ gauge).

Calendar year.	Table I: Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage of net earnings on total capital outlay given in column (2).	Table I: Interest.	Table I: Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Table I: Gain or loss to the State *pertaining to each calendar year.*	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1881	10,51,983	...	...	....	51,616	...	—51,616	...	...
1882	46,38,355	...	...	...	1,85,534	...	—1,85,534	...	...
1883	79,36,235	1,07,954	—39,390	...	3,17,449	...	—3,56,839	64	136·50
1884	90,54,719	4,54,837	—1,19,682	...	3,62,189	...	—4,81,871	76	126·31
1885	90,04,061	5,35,953	8,233	0·09	3,60,162	...	—3,51,929	82	98·46
1886	89,65,705	5,67,343	—42,528	...	3,75,210	...	—4,17,738	87	102·70
1887	91,09,422	6,48,494	—7,928	....	4,60,840	...	—4,68,768	100	101·22
1888	92,53,170	7,12,901	1,58,145	1·71	5,19,942	...	—3,61,797	110	77·82
1889	94,46,671	7,37,191	2,95,983	3·13	5,18,693	...	—2,22,705	113	59·85
1890	96,88,212	6,67,804	2,45,907	2·54	4,39,962	53,992	—2,53,047	103	63·18
1891	99,44,845	8,11,666	3,27,736	3·30	4,72,482	73,429	—2,18,175	125	59·62
1892	1,00,65,784	7,69,347	3,12,903	3·11	5,30,251	74,600	—2,91,948	118	59·33
1893	1,00,88,983	7,83,529	3,14,992	3·12	5,37,007	79,647	—3,01,662	121	59·80
1894	1,01,41,094	8,20,179	2,41,182	2·37	6,11,415	...	—3,70,233	126	60·92
1895	1,01,77,466	9,47,391	3,98,809	3·92	6,08,944	85,023	—2,95,158	146	57·90
1896	1,06,38,927	9,33,266	3,44,465	3·20	5,69,175	91,306	—3,16,016	144	62·85
1897	1,17,36,810	11,38,199	5,16,922	4·40	5,36,809	95,271	—1,15,158	175	56·98
1898	1,23,58,300	10,24,657	3,68,008	2·98	5,19,231	1,20,642	—2,71,865	158	64·08
1899	1,26,78,629	11,39,689	4,41,813	3·48	5,07,035	97,581	—1,62,803	158	61·23
1900	1,26,96,415	13,33,419	5,50,699	4·34	5,04,985	1,24,611	—78,897	185	58·70
1901	1,29,54,075	14,05,248	6,42,940	4·96	5,08,291	1,46,144	—11,495	194	54·25
1902	1,31,11,415	13,17,214	5,73,918	4·38	5,11,298	1,53,667	—91,047	182	56·43
1903	1,31,88,948	15,08,506	5,07,425	3·85	5,15,051	1,21,830	—1,29,456	209	66·36
1904	1,31,50,812	15,59,668	5,39,679	4·10	5,15,679	1,30,367	—1,06,367	216	65·40
1905 1st half	1,31,77,027	6,66,363	1,58,575	1·20	4,475	38 525	+1,15,575	181	76·20
1905 2nd half	...	...	Amalgamated with the Eastern Bengal State railway.						

Brahmaputra-Sultanpur (3′ 3⅜″ gauge) branch.

Calendar year.	Table I: Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage of net earnings on total capital outlay given in column (2).	Table I: Interest.	Table I: Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Table I: Gain or loss to the State *pertaining to each calendar year.*	Table I: Remarks.	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1897	2,02,919	...	...	...	...	...	...	Net earnings during	...	...
1898	12,55,457	...	...	...	...	...	...	1899 and 1900 were	...	...
1899	19,58,137	36,300	...	...	...	...	...	paid over to the	38	45·00
1900	24,20,811	1,86,537	...	...	...	...	...	Company and interests up to 1900	58	45·00
1901	28,27,619	1,96,848	61,375	2·17	42,414	...	+18,961	were charged to	64	45·00
1902	29,17,993	2,40,424	1,32,233	4·53	86,750	9,480	+36,003	capital.	78	45·00
1903	29,42,486	2,54,379	1,39,908	4·75	88,185	22,742	+28,981		82	45·00
1904	...	Amalgamated with the Eastern Bengal State railway.					...		...	...

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*a*) and (*b*) Eastern Bengal State railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*concld.*

Statistics of working—*concld.*

Ranaghat-Krishnagar (2′ 6″ gauge) branch.

Calendar year.	Table I: Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage of net earnings on total capital outlay given in column (2).	Table I: Subsidy from District Board.	Table I: Total income.	Table I: Percentage of total income on total capital outlay given in column (2).	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	7,22,369	...	...	...	...	...	...	...	...
1899	7,27,809	46,348	8,415	1·16	12,352	20,767	2·85	59	81·84
1900	7,51,809	69,302	19,412	2·59	9,472	28,914	3·85	66	71·95
								66	78·03
1901	7,51,157	69,117	15,185	2·02	1,465	16,650	2·22	72	71·97
1902	7,51,158	76,180	21,353	2·84	15,960	37,313	4·97	82	60·86
1903	7,43,657	86,434	33,832	4·55	5,674	39,506	5·31	...	...
1904 1st half	...	40,861	12,160	...	2,876	15,036	...	...	...
1904 2nd half	...	...	Amalgamated with the Eastern Bengal State railway.						

3 (*c*) Mymensingh-Jamalpur-Jagannathganj branch railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·90 miles long. Its construction was sanctioned in 1896 and it was opened throughout in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., nor being less than, the total capital expenditure ; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*c*) Mymensingh-Jamalpur-Jagannathganj branch railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. B. S. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expense to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	1,950	...	...	...	...	...	...	...	...
1897	5,54,688	...	...	...	...	...	...	...	...
1898	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00
1899	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00
1900	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00
1901	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00
1902	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00
1903	23,28,917	2,22,825	1,24,993	5·37	...	1,24,993	5·37	82	43·90
1904	23,51,113	2,21,168	1,24,312	5·29	...	1,24,312	5·29	81	43·79
1905	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	45·19
1906	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	45·03
1907	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—

Details of construction—

This railway is 33·60 miles long, consisting of main line, 22·15 miles and branch, 11·45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent-way.—The line is laid for 19·55 miles with 25-lb. and for 1·83 miles with 41¼-lb. steel rails on sâl and pyinkado sleepers, and for 12·22 miles with 40-lb. iron rails on sâl sleepers. All rails are flat-footed.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement :—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The agreement came into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months notice from either side.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. EASTERN BENGAL STATE RAILWAY SYSTEM—*concld.*

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The Eastern Bengal State railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1891	14,685	...	...	...	...	...
1892	4,09,136	...	...	...	...	...
1893	6,65,172	5,846	—2,455	...	13	188·94
1894	7,14,318	40,280	8,576	1·20	35	78·71
1895	7,30,953	53,174	19,200	2·63	46	63·89
1896	7,66,734	70,128	38,570	5·03	61	45·00
1897	9,01,219	64,262	35,344	3·92	51	45·00
1898	10,32,938	66,124	6,687	0·65	57	45·00
1899	12,99,031	82,773	43,073	3·32	53	47·95
1900	12,83,906	94,792	51,602	4·02	50	43·41
1901	13,94,923	1,27,596	74,667	5·35	72	41·48
1902	13,95,766	1,24,741	74,452	5·33	71	40·31
1903	14,91,329	1,42,540	83,834	5·62	82	41·19
1904	14,71 331	1,47,575	86,996	5·91	84	41·05
1905	14,82,893	1,48,488	87,313	5·88	85	41·20
1906	14,87,786	1,68,754	77,815	5·23	97	53·89
1907	15,20,857	1,79,263	91,484	6·01	103	48·97

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. EAST INDIAN RAILWAY SYSTEM—

Chairman.—Bazett Wetenhall Colvin, Esq.

Secretary.—Charles W. Young, Esq.

Offices.—Nicholas Lane, London, E. C.

Lines comprising the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,208·29	218·10	2,426·39
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	162·36	...	162·36
(*c*) South Behar railway (5′ 6″ gauge)	78·76	...	78·76
(*d*) Tarkessur railway (5′ 6″ gauge)	22·23	...	22·23
Total	2,471·64	218·10	2,689·74

Running powers—

	Miles.
Home line over Foreign lines :—	
Agra East Bank to Agra Fort, Rajputana-Malwa railway, for goods trains only	1·00
Naihati to Kidderpore Dock Junction, Eastern Bengal State railway, for passenger and goods trains	34·50
„ Sealdah, „ „ „ „	
„ Chitpore, „ „ „ „, for goods trains only	
„ Brace Bridge Junction, „ „ „ „, for coal only	
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand State railway, for passenger trains only	10·00
Total	45·50
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni, for passenger and goods trains	0·30
„ „ „ at Asansol, for passenger and goods trains	0·50
„ „ „ at Howrah, for passenger trains only	1·00
Great Indian Peninsula railway, Agra to Tundla, for passenger trains only	12·75
„ „ „ at Cawnpore, for passenger trains only	0·97
„ „ „ at Cawnpore, for goods trains only	0·52
„ „ „ at Manikpur, for passenger and goods trains	0·83
„ „ „ at Katni, for passenger and goods trains	0·38
North Western and Oudh and Rohilkhand State railways, Ghaziabad to Delhi, for passenger and goods trains.	13·00
Total	30·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the East Indian railway proper is 2,208·29 miles. This may be divided into (1) main line (Howrah to Delhi), 955·98 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250·39 miles; and (4) branches, 720·92 miles. Of these 533·29 miles are double, 13·50 miles triple and 1·74 miles quadruple line.

There were in addition 218·10 miles of single line sanctioned for construction, of which 102·70 miles were actually under construction. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 134 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,525 feet radius.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nuudi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

* Company's stock at date of purchase ... £26,200,000
Premium of 25 per cent. 6,550,000
32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Annuity. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Remarks. (10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879 .	34,32,77,360	4,35,46,730	2,86,14,479	8·34	1,65,74,363	...	61,25,877	+ 59,14,239	
1880 .	34,35,77,327	4,35,04,947	2,86,72,035	8·35	*1,98,06,263	...	17,72,690	+ 70,93,082	* Interest in 1880 includes annuity charges, which cannot be separated.
1881 .	34,87,63,677	4,54,11,472	3,08,35,036	8·84	31,05,426	1,73,92,000	20,63,867	+ 82,73,743	
1882 .	35,07,21,455	4,71,17,594	2,96,57,086	8·46	32,81,764	1,73,92,000	17,88,073	+ 71,95,249	
1883 .	35,24,91,304	4,91,67,085	3,11,50,980	8·84	38,16,170	1,72,57,772	19,99,731	+ 80,77,307	
1884 .	35,57,38,760	4,38,38,714	2,73,22,003	7·68	35,58,035	1,78,50,459	11,72,323	+ 47,41,186	
1885 .	35,85,96,619	4,63,86,914	3,30,16,960	9·21	38,13,262	1,79,75,714	16,29,502	+ 95,98,482	
1886 .	36,06,85,918	4,66,70,853	3,05,13,359	8·46	39,91,104	1,89,50,137	14,97,276	+ 60,74,842	
1887 .	36,12,14,681	4,60,65,661	3,13,34,263	8·67	40,70,944	1,92,13,333	15,87,252	+ 64,62,734	
1888 .	36,09,27,530	4,54,36,902	3,03,35,075	8·40	40,73,297	2,03,43,530	11,64,693	+ 47,53,555	
1889 .	36,19,22,300	4,49,57,901	2,94,05,230	8·12	41,84,108	2,09,60,000	8,31,347	+ 34,29,775	
1890 .	36,21,22,758	4,40,57,665	2,98,26,815	8·24	41,83,278	2,03,43,530	10,37,019	+ 42,62,988	
1891 .	36,15,18,827	4,56,87,001	3,60,37,028	9·97	43,93,426	1,86,94,054	26,45,392	+ 1,03,04,156	
1892 .	36,24,97,506	4,91,41,600	3,48,16,719	9·60	37,25,754	2,06,47,164	20,88,760	+ 83,55,041	
1893 .	36,91,20,357	5,08,44,654	3,60,94,293	9·78	41,26,889	2,34,46,780	17,04,125	+ 68,16,499	
1894 .	37,24,36,356	5,26,89,485	3,64,26,405	9·78	43,37,988	2,43,89,582	15,39,767	+ 61,59,068	
1895 .	37,82,18,020	5,41,50,856	3,78,34,726	10·00	45,73,681	2,61,01,122	14,29,078	+ 57,30,845	
1896 .	38,27,66,003	5,40,69,142	3,67,77,682	9·61	46,90,562	2,58,59,455	12,45,733	+ 49,81,932	
1897 .	39,39,91,173	5,88,28,013	4,14,93,469	10·53	48,20,238	2,47,34,406	23,87,763	+ 95,51,062	
1898 .	40,71,94,336	5,97,96,060	4,08,07,269	10·02	50,46,514	2,32,64,533	24,99,244	+ 99,96,978	
1899 .	42,70,40,208	6,35,45,974	4,26,60,018	9·99	54,64,902	2,21,45,516	30,09,320	+ 1,20,39,680	
1900 .	44,28,43,540	6,84,74,972	4,47,15,571	10·10	60,18,054	2,15,60,963	18,09,104	+ 1,53,27,450	
1901 .	45,66,59,069	7,03,96,636	4,57,13,311	10·01	65,46,878	2,16,82,360	18,51,450	+ 1,56,32,623	
1902 .	47,06,40,852	6,77,38,713	4,29,80,833	9·13	70,34,492	2,16,46,868	16,19,965	+ 1,26,79,508	
1903	48,79,61,454	6,99,72,699	4,63,98,422	9·52	74,46,371	2,16,15,000	16,82,231	+ 1,56,54,820	
1904 .	50,26,09,029	7,59,71,544	5,05,64,422	10·06	80,23,978	2,16,15,000	20,64,276	+ 1,88,61,168	
1905 .	52,58,72,727	7,50,47,139	4,81,85,134	9·16	86,75,860	2,16,15,000	18,62,075	+ 1,60,32,199	
1906 .	54,79,28,490	8,02,50,910	†4,87,80,504	8·90	94,14,920	2,16,15,000	18,50,039	+ 1,59,00,545	
1907 .	56,77,47,624	8,11,29,807	†4,84,37,624	8·87	1,01,92,970	2,16,15,000	18,14,901	+ 1,48,14,753	

TABLE II.

Calendar year. (1)	East Indian (5′ 6″ gauge). Earnings per mile per week. (2)	East Indian (5′ 6″ gauge). Pro: of exp: to earnings. (3)	Patna-Gya (5′ 6″ gauge). Earnings per mile per week. (4)	Patna-Gya (5′ 6″ gauge). Pro: of exp: to earnings. (5)	Nalhati (4′ 0″ gauge). Earnings per mile per week. (6)	Nalhati (4′ 0″ gauge). Pro: of exp: to earnings. (7)	Dildarnagar-Ghazipur (5′ 6″ gauge). Earnings per mile per week. (8)	Dildarnagar-Ghazipur (5′ 6″ gauge). Pro: of exp: to earnings. (9)	Calendar year. (10)	East Indian (5′ 6″ gauge). Earnings per mile per week. (11)	East Indian (5′ 6″ gauge). Pro: of exp: to earnings. (12)	Patna-Gya (5′ 6″ gauge). Earnings per mile per week. (13)	Patna-Gya (5′ 6″ gauge). Pro: of exp: to earnings. (14)	Nalhati (4′ 0″ gauge). Earnings per mile per week. (15)	Nalhati (4′ 0″ gauge). Pro: of exp: to earnings. (16)	Dildarnagar-Ghazipur (5′ 6″ gauge). Earnings per mile per week. (17)	Dildarnagar-Ghazipur (5′ 6″ gauge). Pro: of exp: to earnings. (18)
	Rs.		Rs.		Rs.		Rs.			Rs.		Rs.		Rs.		Rs.	
1854 .	131	62·18	...	...	...	...	...	...	1881 .	578	31·85	173	65·11	47	79·20	63	99·52
1855 .	108	51·97	...	...	...	...	...	...	1882 .	601	36·94	184	60·51	51	73·05	73	85·24
									1883 .	630	36·95	158	51·93	57	69·63	80	49·87
1856 .	167	40·62	...	...	...	...	...	...	1884 .	558	37·61	174	57·48	55	90·84	75	58·37
1857 .	232	38·12	...	...	...	...	...	...	1885 .	589	35·25	174	52·52	54	82·08	75	52·28
1858 .	279	46·49	...	...	...	...	...	...									
1859 .	253	44·77	...	...	...	...	...	...	1886 .	591	34·59	180	52·01	59	85·29	76	52·05
1860 .	231	48·36	...	...	...	...	...	...	1887 .	583	31·70	178	46·53	65	70·57	77	46·45
									1888 .	567	33·24	168	47·97	74	78·39	74	91·13
1861 .	240	46·49	...	...	...	...	...	...	1889 .	557	34·59	175	48·70	73	78·18	...	...
1862 .	192	53·81	...	...	...	...	...	...	1890 .	538	31·35	174	45·80	71	78·01	...	...
1863 .	222	55·01	...	...	...	...	...	...									
1864 .	253	50·79	...	...	36	48·88	...	...	1891 .	615	27·21	204	42·76	66	62·97	...	...
1865 .	311	44·82	...	...	41	63·28	...	...	1892 .	587	28·47	193	42·94	Converted to 5′ 6″ gauge.		...	...
1866 .	374	44·24	...	...	36	105·15	...	...	1893 .	584	27·44	...	...	...	...	...	...
1867 .	369	48·91	...	...	45	68·81	...	...	1894 .	604	30·87	...	...	...	...	...	...
1868 .	346	44·88	...	...	57	83·60	...	...	1895 .	603	31·07	...	...	...	...	...	...
1869 .	399	44·42	...	...	60	59·64	...	...									
1870 .	424	43·68	...	...	60	48·77	...	...	1896 .	597	31·98	...	...	...	...	...	...
									1897 .	649	29·47	...	...	...	...	...	...
1871 .	338	43·36	...	...	55	58·07	...	...	1898 .	658	31·76	...	...	...	...	...	...
1872 .	368	41·44	...	...	53	57·14	...	...	1899 .	697	32·84	...	...	...	...	...	...
1873 .	382	38·75	...	...	60	60·06	...	...	1900 .	708	34·78	...	...	...	...	...	...
1874 .	474	35·70	...	...	61	67·22	...	...									
1875	374	39·58	...	...	57	76·42	...	...	1901 .	733	35·06	...	...	...	...	...	...
									1902 .	687	36·55	...	...	...	...	...	...
1876 .	452	35·08	...	...	54	111·15	...	...	1903 .	692	33·64	...	...	...	...	...	...
1877 .	565	31·85	...	...	64	100·47	...	...	1904 .	749	33·39	...	...	...	...	...	...
1878 .	507	35·69	...	...	64	79·41	...	...	1905	738	35·74	...	...	...	...	...	...
1879 .	552	32·86	121	55·84	65	67·56	...	...									
1880 .	549	33·04	162	56·13	49	105·33	56	128·33	1906 .	†732	†38·65	...	...	...	...	...	...
									1907 .	†682	†39·74						

† Excluding the annual rental paid to the South Behar Railway Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Colonel Alexander Jerome Filgate, R.E.
Secretary.—C. E. Rutter, Esq.
Offices.—17, Victoria Street, Westminster, S. W.

Details of construction—

This railway is 162·36 miles long. It was opened throughout in 1891.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent. on the share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent. per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 5½ per cent. to the Company. Surplus profits in excess of 3¼ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1889	58,90,335	...	...	...	...	...	...	...	...
1890	1,35,55,580	...	...	...	...	...	...	...	...
1891	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	1,53,01,272	14,49,378	7,29,541	4·77	...	7,29,541	4·77	172	48·00
1900	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	1,55,51,763	18,53,475	9,63,807	6·19	...	9,63,807	6·19	218	48·00
1905	1,56,07,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (c) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, Westminster, S. W.

Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows :—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent. per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—With effect from the 1st January 1906 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	5,17,988	...	...	...	...	...	...	...	...
1896	30,88,036	...	...	...	...	...	...	...	...
1897	62,72,345	...	...	...	...	...	...	...	...
1898	97,45,791	...	...	...	...	...	...	...	...
1899	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	101	35·00
1900	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	1,23,66,533	5,14,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	1,19,74,947	See "terms of working" above.							
1907	1,19,77,154								

4 (d) Tarkessur railway (5′ 6″ gauge)—

Details of construction—

This railway, which connects Seoraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The permanent-way consists of 74-lb. iron rails laid on Denham Olpherts' cast-iron plate sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 2,700 feet radius.
Gradients.—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open, and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1885	16,88,995	2,62,313	1,24,424	7·37	227	52·57
1886	17,24,717	2,49,003	1,19,136	6·91	215	52·15
1887	17,28,410	2,63,792	1,32,274	7·65	228	49·86
1888	17,34,822	2,79,717	1,36,780	7·88	242	51·10
1889	17,28,138	2,84,895	1,36,578	7·90	246	55·51
1890	17,23,77	2,86,526	1,44,283	8·35	248	49·64
1891	17,29,021	3,05,132	1,63,478	9·45	264	46·42
1892	17,32,567	2,93,674	1,54,837	8·94	254	47·28
1893	17,47,280	2,89,051	1,50,420	8·61	245	46·86
1894	17,47,840	3,06,159	1,56,469	8·95	265	48·96
1895	17,58,340	3,08,156	1,59,091	9·07	267	48·37
1896	17,56,808	3,13,243	1,57,005	8·95	271	49·88
1897	17,57,160	3,12,956	1,62,563	9·25	270	48·01
1898	17,77,085	3,14,056	1,58,461	8·92	272	49·54
1899	17,84,166	3,08,759	1,52,491	8·55	267	50·58
1900	17,84,166	3,32,965	1,61,132	9·03	288	51·61
1901	17,92,293	3,30,390	1,57,898	8·81	285	52·23
1902	17,91,412	3,28,510	1,53,348	8·56	283	53·32
1903	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1904	17,97 555	3,30,635	1,63,006	9·07	284	50·70
1905	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	17,99,166	3,51,886	1,58,989	8·84	304	54·32
1907	17,99,776	3,56,243	1,58,366	8·80	307	55·55

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.
Managing Director.—Colonel F. Firebrace, R.E.
Offices.—48, Copthall Avenue, E. C., London.

Lines comprising the system.—The Great Indian Peninsula railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway .	(5′ 6″ gauge)	1,561·63	45·78	1,607·41
(*b*) Agra-Delhi Chord railway .	(5′ 6″ gauge)	125·99	...	125·99
(*c*) Bhopal-Itarsi railway .	(5′ 6″ gauge)	57·39	...	57·39
(*d*) Bhopal-Ujjain railway .	(5′ 6″ gauge)	113·27	...	113·27
(*e*) Bina-Goona-Baran railway .	(5′ 6″ gauge)	145·63	...	145·63
(*f*) Indian Midland railway .	(5′ 6″ gauge)	809·85	...	809·85
(*g*) Gwalior Light railway .	(2′ 0″ gauge)	183·53	66·39	249·92
(*h*) Matheran Light railway .	(2′ 0″ gauge)	12·61	...	12·61
(*i*) *Baran-Kotah railway* .	(5′ 6″ gauge)	...	40·78	40·78
	Total .	3,009·90	152·95	3,162·85

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile, for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains	44·63
Total .	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac bridge, for goods trains only	4·39
Bengal-Nagpur railway at Nagpur for passenger and goods trains	0·65
Total .	5·04

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561·63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615·10 miles, and branches, 384·99 miles; (2) *South-East line*, main line (Kalyan to Raichur), 408·86 miles, and branches, 152·68 miles. Of these 573·07 miles are double and 4·29 miles quadruple line.

There were under construction 45·78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 37.

Terms of contract—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £32,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase .	34,859,218
Debentures and debenture stock .	5,922,350
Total .	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Terms of contract—*concld.*

Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(*iii*) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, $\frac{19}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Guaranteed interest. (6)	Annuity. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879	25,59,56,152	2,52,48,315	1,01,90,602	3·98	1,24,65,646	...	6,14,291	—28,89,335
1880	25,58,96,113	2,49,53,253	1,11,05,551	4·34	1,24,93,200	...	5,53,836	—19,41,485
1881	25,75,86,095	3,20,56,823	1,61,74,097	6·28	1,24,93,200	...	18,23,748	+18,57,149
1882	25,75,90,499	3,53,63,201	1,80,88,483	7·02	1,24,93,200	...	32,05,883	+23,89,400
1883	26,07,58,700	3,51,14,365	1,75,36,005	6·72	1,25,12,825	...	33,22,918	+17,00,262
1884	26,34,97,600	3,36,56,544	1,59,55,250	6·06	1,42,81,503	...	24,76,048	—8,02,301
1885	26,84,43,316	3,64,32,047	1,79,31,397	6·68	1,51,17,467	...	26,97,344	+1,16,586
1886	26,92,99,673	3,92,57,907	2,08,78,390	7·75	1,60,91,138	...	39,89,569	+7,97,683
1887	27,03,76,543	3,99,27,468	2,10,80,257	7·80	1,66,41,568	...	41,03,068	+3,32,601
1888	27,25,03,364	4,10,59,219	2,16,35,667	7·94	1,72,81,176	...	43,31,246	+23,245
1889	27,50,39,981	3,70,68,814	1,78,91,616	6·51	1,74,32,160	...	26,82,255	—22,22,799
1890	27,77,29,064	3,81,45,242	1,90,22,952	6·85	1,55,23,271	...	31,04,971	+3,04,710
1891	27,75,19,781	4,52,55,333	2,32,50,708	8·38	1,67,57,262	...	51,89,008	+13,04,438
1892	27,72,17,255	4,03,65,627	2,01,95,097	7·28	1,88,04,814	...	38,13,506	—24,22,723
1893	27,72,93,860	3,88,13,742	1,79,90,922	6·49	1,91,65,618	...	29,25,476	—41,00,172
1894	27,91,09,112	3,62,74,296	1,62,42,786	5·82	2,18,32,651	...	30,40,331	—86,30,196
1895	27,95,39,235	3,37,99,194	1,47,16,901	5·26	2,16,97,060	...	16,20,361	—86,00,520
1896	27,90,29,173	3,44,19,629	1,54,05,060	5·52	2,02,18,372	...	21,53,257	—69,67,069
1897	27,92,55,611	2,84,32,402	93,83,654	3·36	1,89,46,479	...	...	—95,62,825
1898	28,18,37,621	3,48,77,496	1,41,02,053	5·00	1,83,20,513	...	13,57,327	—55,75,787
1899	28,55,49,756	3,58,09,431	1,56,57,520	5·48	1,79,65,944	...	17,77,032	—40,85,456
1900 1st half	30,53,31,717	3,46,31,925	95,37,180	3·15	89,65,500	...	14,48,203	—8,76,573
1900 2nd half			66,30,083	2·17	24,34,267	94,88,889	...	—52,93,073
1901	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,696
1902	30,83,54,126	4,23,12,668	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198
1903	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550
1904	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750
1905	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,08,413	+17,32,355
1906	33,57,64,972	5,05,28,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928
1907	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748

TABLE II.

Calendar year. (1)	Earnings per mile per week. (2)	Proportion of expenses to earnings. (3)
	Rs.	
1853	119	45·90
1854	88	60·81
1855	89	70·21
1856	113	42·17
1857	158	45·27
1858	173	42·19
1859	172	51·19
1860	144	60·97
1861	139	76·35
1862	149	62·02
1863	175	67·55
1864	119	72·07
1865	414	59·54
1866	357	58·07
1867	368	55·69
1868	357	61·80
1869	348	67·79
1870	300	62·25
1871	307	63·03
1872	284	64·25
1873	284	64·09
1874	303	59·17
1875	324	47·28
1876	369	47·60
1877	492	48·30
1878	429	48·91
1879	383	59·64
1880	372	55·49
1881	426	49·40
1882	470	48·00
1883	466	48·67
1884	502	52·31
1885	467	50·46
1886	503	46·49
1887	511	46·84
1888	526	46·96
1889	494	51·42
1890	508	49·80
1891	584	48·25
1892	525	49·93
1893	501	53·57
1894	468	55·18
1895	436	56·38
1896	444	55·20
1897	367	66·96
1898	450	59·49
1899	462	55·76
1900	439	52·49
1901	518	48·03
1902	523	50·18
1903	575	49·18
1904	592	49·88
1905	641	48·27
1906	623	49·92
1907	649	52·83

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 5 / Sub-heads (*a*) to (*i*). GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

WARDHA COAL BRANCH.

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	Rs.	Rs.	Rs.		Rs.	Rs.
1879	55,99,772	1,65,158	6,073	0·11	2,51,434	—2,45,361
1880	57,32,921	3,02,879	—1,31,750	...	2,57,032	—3,88,762
1881	58,80,993	4,75,988	1,19,447	2·03	2,37,916	—1,18,469
1882	60,94,186	5,95,622	98,287	1·61	2,38,834	—1,40,547
1883	63,93,758	7,64,702	5,89,382	9·22	2,47,602	+3,41,780
1884	66,20,641	6,81,037	2,11,860	3·20	2,61,176	—49,316
1885	66,65,755	6,53,649	1,46,395	2·20	2,64,219	—1,17,824
1886	71,93,093	7,28,205	1,35,936	1·89	2,78,228	—1,42,292
1887	71,00,635	7,68,052	1,31,981	1·86	2,89,465	—1,57,484
1888	70,91,230	8,71,430	1,98,020	2·79	2,84,503	—86,508
1889	70,54,755	8,62,694	2,99,621	4·25	2,82,844	+16,777
1890	70,06,181	9,33,326	2,75,901	3·93	2,81,296	- 6,295
1891	49,81,196	2,58,971	60,053	1·21	2,03,779	—1,43,726
1892	49,87,689	2,32,986	34,096	0·68	1,99,337	—1,65,241
1893	49,87,689	2,10,856	89,21	1·79	1,99,484	—1,10,271
1894	49,87,689	2,20,237	89,989	1·79	1,99,508	—1,10,219
1895	49,90,794	1,99,552	76,362	1·53	1,99,539	—1,23,177
1896	49,96,305	2,06,078	83,859	1·68	1,99,745	—1,15,886
1897	49,96,325	1,98,858	58,531	1 17	1,99,794	—1,41,263
1898	49,96,325	2,09,600	77,827	1 56	1,99,859	—1,22,026
1899	49,96,325	2,07,216	82,500	1 65	1,99,859	—1,17,352
1900 { 1st half / 2nd half	*	1,75,380	80,754	...	99,927	—19,173
1901	Amalgamated with the Great Indian Peninsula railway.					

TABLE II.

Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)
	Rs.	
1879	69	81·64
1880	65	152·90
1881	197	104·35
1882	255	76·80
1883	126	59·80
1884	121	64·80
1885	108	80·66
1886	114	92·23
1887	125	80·76
1888	135	74·21
1889	142	57·24
1890	140	63·64
1891	...	...
1892	...	...
1893	...	...
1894	...	...
1895	...	...
1896	...	...
1897	...	...
1898	...	...
1899	..	...
1900 { 1st half / 2nd half	...	...
1901	Amalgamated with the Great Indian Peninsula railway.	

DHOND-MANMAD BRANCH.

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (1).	Interest.	Gain or loss to the State *pertaining to each calendar year.*
(1)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		Rs.	Rs.
1879	98,90,308	4,67,557	—27,664	...	4,07,525	—4,35,189
1880	1,07,29,227	6,95,094	65,145	0·61	4,76,299	—4,11,154
1881	99,49,340	6,33,862	1,22,588	1·23	3,93,438	—2,70,850
1882	99,25,416	7,89,558	1,59,192	1·60	3,97,802	—2,38,610
1883	1,00,64,757	8,22,833	1,92,139	1·91	4,02,585	—2,10,446
1884	1,02,49,438	8,77,100	2,03,785	1·99	4,08,283	—2,04,498
1885	1,02,63,278	9,07,422	2,20,623	2·15	4,10,544	—1,89,921
1886	1,09,26,745	9,84,718	2,33,764	2·14	4,30,353	—1,96,589
1887	1,09,46,935	9,60,390	2,27,338	2·08	4,37,893	—2,10,555
1888	1,09,75,115	10,31,762	2,55,445	2·33	4,38,458	—1,83,013
1889	1,09,88,830	10,08,616	2,49,427	2·27	4,39,319	—1,89,892
1890	1,09,93,448	10,61,816	2,62,134	2·39	4,39,629	—1,76,495
1891	1,10,44,039	11,90,340	3,08,583	2·79	4,40,296	—1,31,713
1892	1,10,73,02·	12,18,412	3,28,385	2·96	4,42,535	—1,14,200
1893	1,11,37,125	12,96,798	3,48,572	3·13	4,44,246	—95,671
1894	1,12,11,642	13,61,866	3,81,993	3·41	4,48,018	—66,025
1895	1,11,18,247	14,04,021	4,08,228	3·61	4,50,104	—41,874
1896	1,11,73,050	13,11,585	3,67,895	3·23	4,55,018	—87,623
1897	1,14,06,534	12,01,143	2,81,272	2·47	4,56,230	—1,74,958
1898	1,14,23,076	11,18,296	2,89,635	2 53	4,56,411	—1,66,776
1899	1,15,34,107	11,55,032	2,99,555	2 60	4,59,296	—1,59,741
1900 { 1st half / 2nd half	*	7,25,613	2,11,534	...	2,30,220	—18,686
1901	Amalgamated with the Great Indian Peninsula railway.					

TABLE II.

Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)
	Rs.	
1879	62	105·92
1880	91	87·31
1881	*	*
1882	*	*
1883	109	76·65
1884	116	76·77
1885	...	...
1886	...	...
1887	...	...
1888	...	...
1889	...	...
1890	...	...
1891	...	...
1892	...	...
1893	...	...
1894	...	...
1895	...	...
1896	...	...
1897	...	...
1898	...	...
1899	...	...
1900 { 1st half / 2nd half	...	...
1901	Amalgamated with the Great Indian Peninsula railway.	

KHAMGAON BRANCH.

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).
(1)	(2)	(3)	(4)	(5)
	Rs.	Rs	Rs.	
1879	5,85,617	38,086	—266	...
1880	5,19,888	27,363	4,922	0·94
1881	4,99,271	41,506	4,761	0·92
1882	4,91,164	75,966	30,389	6·19
1883	4,90,936	62,657	22,469	4·58
1884	4,90,903	46,800	13,037	2 66
1885	4,90,739	41,363	11,020	2·25
1886	4,89,613	50 452	20.233	4·13
1887	4,89,180	53,479	16,990	3·47
1888	4,88,357	52,635	15,797	3·23
1889	4,90,911	65,372	22.528	4·59
1890	4,90,520	55,288	26.092	5·32
1891	4,90,408	66,675	52,620	6·65
1892	4,89,172	65,548	30,909	6·32
1893	4,87,567	21,697	21,997	4·51
1894	4,86,063	21,966	21,667	4·46
1895	5,20,947	26,091	24,031	5·00
1896	5,22,603	24.446	24 446	4·63
1897	5,22,150	13,901	13,901	2·66
1898	5,22,150	24.326	24.326	4·66
1899	5,22,150	41,850	14.850	2 84
1900	5,22,150	33,783	18,924	2·67
1901	5,22,150	49 378	23,337	4·47
1902 { 1st half / 2nd half	*	32,968	17,209	...
1903	Amalgamated with the Great Indian Peninsula railway.			

TABLE II.

Calendar year.	Earnings per mile per week	Pro: of exp: to earnings.
(1)	(1)	(2)
	Rs.	
1879	146	100·69
1880	91	84·44
1881	*	*
1882	*	*
1883	151	64·14
1884	113	72·16
1885	...	...
1886	...	...
1887	...	...
1888	...	...
1889	...	...
1890	...	...
1891	...	...
1892	...	...
1893	...	...
1894	...	...
1895	...	...
1896	...	...
1897	...	...
1898	...	...
1899	...	...
1900	...	...
1901	...	...
1902 { 1st half / 2nd half	120	52·35
1903	Amalgamated with the Great Indian Peninsula railway.	

AMRAOTI BRANCH.

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (1)
(1)	(1)	(2)	(3)	(4)
	Rs.	Rs	Rs.	
1879	4,77,043	69,904	16,175	3·39
1880	4,45,585	50 866	3,639	0·82
1881	4,45,663	53,934	34,424	7·72
1882	4,44,651	85,147	39,535	8·89
1883	4,44,860	96,160	44,387	9·88
1884	4,44,774	76,782	34,174	7·68
1885	4,44,730	80,803	34,447	7·75
1886	4,44,686	95,111	44,137	9·93
1887	4,44,308	88,157	35,855	8·07
1888	4,43,892	81,710	30,886	6·96
1889	4,45,615	1,02,023	41,671	9·35
1890	4,45,155	1,01,502	46,254	10·39
1891	4,49,395	1,12,909	53,393	11·88
1892	4,50,160	1,05,762	48,637	10·80
1893	4,49,998	43,941	43,056	9·57
1894	4,49,461	42,795	41,910	9·32
1895	4,49,988	39,137	38,252	8·50
1896	4,51,119	43,756	42,871	9·50
1897	4,52,445	30,748	29,862	6·60
1898	4,54,498	40,057	39,172	8·62
1899	4,54,417	33,099	32,214	7·09
1900	4,54,418	78,532	32,436	7·14
1901	4,51,915	1,08,578	50,537	11·12
1902 { 1st half / 2nd half	*	79,582	41,099	...
1903	Amalgamated with the Great Indian Peninsula railway.			

TABLE II.

Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)
	Rs.	
1879	224	76·86
1880	163	92·85
1881	*	*
1882	*	*
1883	308	53·84
1884	246	55·49
1885	...	...
1886	...	...
1887	...	...
1888	...	...
1889	...	...
1890	...	...
1891	...	...
1892	...	...
1893	...	...
1894	...	...
1895	...	...
1896	...	...
1897	...	...
1898	...	...
1899	...	...
1900	...	...
1901	365	53·73
1902 { 1st half / 2nd half	488	53·88
1903	Amalgamated with the Great Indian Peninsula railway.	

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-Ki-Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under consideration and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . .	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	43	44·71
1905 .	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 . .	1,27,90,307	16,46,320	8,15,363	6 37	4,70,283	+3,45,080	253	50·4
1907 . .	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following :—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows :—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.

Calendar year.	Bhopal-Itarsi (British section).						Bhopal-Itarsi (Native State section).				TABLE II. British section.		Native State section.	
	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1880. . . .	...	...	...	...	...	...	1,21,846	...	...	...	...	...	...	...
1881. . . .	...	...	...	...	...	...	15,78,157	...	...	...	...	...	...	...
1882. . . .	12,50,000	14,376	2,704	0·08	50,000	−47,296	34,60,091	14,376	2,704	0·08	70	81·90	Included with British section	
1883. . . .	12,50,000	25,573	−9,135	...	50,000	−59,135	38,23,236	25,573	−9,135	...	43	135·72		
1884. . . .	12,50,000	7,664	−1,406	...	50,000	−51,406	45,83,261	28,102	−5,152	...	40	104·13		
1885. . . .	12,50,000	27,425	−3,874	...	50,000	−53,874	47,71,375	1,04,683	−14,789	...	Included with Peninsula railway.		Great Indian way.	
1886. . . .	12,50,000	27,822	−3,240	...	50,000	−53,240	48,26,036	1,47,416	−12,501	...				
1887. . . .	12,50,000	48,227	3,850	0·31	50,000	−46,150	48,09,939	1,85,576	14,813	0·31				
1888. . . .	12,50,000	55,117	5,340	0·43	50,000	−44,660	48,01,701	1,86,548	18,072	0·38				
1889. . . .	12,50,000	79,163	−5,422	...	50,000	−55,422	48,40,846	2,67,936	−18,351	...	117	106·85	117	106·85
1890. . . .	12,85,077	87,765	−16,572	...	50,351	−66,923	50,00,000	2,97,049	−56,093	...	130	118·88	130	118·88
1891. . . .	15,13,568	1,30,884	48,607	3·21	57,713	− 9,106	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892. . . .	17,46,208	1,53,099	56,397	3·23	69,131	−12,734	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893. . . .	20,25,058	1,69,162	52,038	2·57	78,429	−26,391	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894. . . .	21,71,496	1,61,638	61,455	2·83	83,509	−22,054	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895. . . .	22,47,963	1,42,658	46,114	2·05	89,323	−43,209	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·64
1896. . . .	22,71,877	1,63,688	62,744	2·76	90,107	−27,363	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897. . . .	22,97,134	1,52,215	61,135	2·66	91,805	−30,670	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898. . . .	23,24,365	1,93,364	79,435	3·42	92,477	−13,042	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899. . . .	23,61,938	2,09,611	84,080	3·56	93,303	− 9,223	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900. . . .	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901. . . .	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	50,00,000	5,85,152	2,88,838	5·77	430	50·75	254	50·64
1902. . . .	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	50,00,000	6,37,038	3,16,683	6·33	508	51·51	278	49·74
1903. . . .	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904. . . .	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905. . . .	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906. . . .	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	50,00,000	5,66,833	2,81,376	5·63	531	50·37	246	50·36
1907. . . .	33,98,742	4,83,589	2,27,071	6·68	1,21,565	+1,05,506	50,00,000	7,32,284	3,44,438	6·88	710	53·04	318	52·96

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 113·27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following :—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows :—

Government aid.—*Nil.* The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

For the Parbati-Ujjain section the Company retains 50 per cent. of its gross receipts for each half-year' and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	88,462	...	...	...	...	...
1893	22,76,863	...	...	...	...	...
1894	53,53,849	...	...	...	...	...
1895	69,69,331	1,958	979	0·01	...	50·00
1896	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902	78,02,855	5,82,063	2,77,292	3·75	99	52·36
1903	78,11,402	4,44,766	2,14,841	2·86	76	49·85
1904	78,14,670	4,54,721	2,17,562	2·91	77	49·99
1905	78,35,712	6,08,240	2,96,639	3·91	103	51·23
1906	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	78,58,669	7,81,578	3,74,678	4·77	133	52·06

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Details of construction—

This railway is 145·63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid.—*Nil.* The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent. of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Pro: of exp: to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1891	51,905	...	...	...	...	...
1892	2,57,611	...	...	...	...	...
1893	35,18,701	...	...	...	...	...
1894	47,79,618	...	...	...	...	...
1895	49,81,035	48,701	22,198	...	19	54·42
1896	54,16,074	91,140	36,821	0·68	24	59·60
1897	87,73,621	1,02,386	43,446	0·50	27	57·57
1898	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	1,00,21,605	4,31,847	2,20,490	2·20	57	49·29
1901	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	99,14,442	2,38,825	1,12,945	1·14	32	52·71
1903	99,62,459	3,21,585	1,55,600	1·63	42	49·49
1904	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	99,90,394	3,68,669	1,81,269	1·88	49	50·83
1906	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907	99,94,424	5,63,802	2,71,691	2·72	74	51·81

5 (*f*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 809·85 miles, which may be divided into main line (Bhopal to Agra Road), 318·59 miles, and branches, 491·26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331·64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts' sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.
18th March 1890—Contract for the acquisition of the Scindia railway.
13th June 1896—Contract for the Saugor-Katni railway.
21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Scindia. Earnings per mile per week.	Scindia. Pro: of exp: to earnings.	Indian Midland. Earnings per mile per week.	Indian Midland. Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1878	...	...	...	...	...	...	...	54	133·30	...	...
1879	73,22,551	90,916	—33,772	...	3,06,178	...	—3,39,950	39	134·95	...	...
1880	81,63,253	2,01,823	20,129	0·25	3,57,620	...	—3,37,491	58	88·05	...	...
1881	38,16,663	3,01,681	78,342	0·91	3,48,809	...	—2,70,467	81	77·35	...	...
1882	87,63,714	3,29,299	92,231	1·05	3,47,303	...	—2,55,072	85	71·99	...	...
1883	92,92,537	3,38,511	1,59,716	1·72	3,56,750	...	—1,97,034	87	52·82	...	...
1884	1,18,68,111	3,68,326	1,72,603	1·45	3,74,122	...	—2,01,519	95	53·14	...	...
1885	1,60,14,107	3,94,081	1,99,680	1·24	6,48,112	...	—4,48,432	101	49·33	...	...
1886	2,48,06,293	3,91,832	2,14,526	0·86	18,69,268	...	—16,54,742	101	49·69	56	82·03
1887	5,10,96,457	6,32,204	2,78,043	0·54	20,00,184	...	—17,22,141	117	46·62	81	80·63
1888	6,96,63,213	10,27,638	3,74,204	0·54	28,55,488	...	—24,81,284	95	47·74	99	72·53
1889	7,84,45,085	30,69,255	6,33,111	0·81	31,24,456	...	—24,91,345	...	...	92	77·32
1890	8,32,79,427	31,24,365	5,99,780	0·72	33,94,157	...	—27,94,377	...	...	86	80·80
1891	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	—19,60,028	...	...	115	67·51
1892	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985	...	—19,97,725	...	...	124	61·45
1893	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	—24,39,785	...	...	123	61·87
1894	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	—20,57,481	...	...	144	57·83
1895	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	—29,49,135	...	...	124	63·30
1896	9,25,53,896	48,51,951	20,17,329	2·18	44,23,983	...	—24,06,154	...	...	134	58·41
1897	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	—18,47,328	...	...	150	56·16
1898	9,96,74,805	56,25,823	25,11,911	2·52	39,91,036	...	—14,79,125	...	...	147	55·35
1899	10,16,34,077	64,77,226	27,82,950	2·74	39,75,411	...	—11,92,461	...	...	152	57·03
1900	10,31,35,002	90,60,560	48,72,287	4·72	37,79,188	1,97,526	+ 8,95,573	...	...	213	46·23
1901	10,58,27,081	82,43,068	42,50,587	4·02	39,22,132	...	+ 3,28,455	...	...	199	48·43
1902	10,62,11,714	90,49,628	44,74,612	4·21	41,04,505	...	+ 3,70,107	...	...	209	50·55
1903	10,98,96,302	80,86,118	40,92,942	3·73	41,85,502	...	— 92,560	...	...	180	49·35
1904	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	—1,10,905	...	...	183	49·96
1905	11,31,43,178	79,91,323	40,84,528	3·61	42,77,173	...	—1,92,645	...	...	178	48·89
1906	11,41,69,155	98,69,294	49,19,560	4·31	42,96,283	...	+6,23,277	...	...	234	50·15
1907	11,51,84,261	1,14,73,958	53,43,778	4·64	43,03,928	1,17,055	+9,22,795	...	...	256	53·43

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—

Details of construction—

The open mileage of this railway is 183·53 miles, and may be divided into the following sections :—(1) Gwalior to Sipri, 73·81 miles, (2) Gwalior to Bhind, 52·38 miles, and (3) Gwalior to Sabalgarh, 57·39 miles. The first two sections were opened in 1899 and the third in 1904.

Besides the above there were 66·39 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is fenced between Gwalior and Morar only.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, *plus* 10 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,166	...	...	...	...	...
1897	1,03,552	...	...	...	...	...
1898	9,30,815	...	...	...	...	...
1899	22,79,267	4,094	—4,113	...	6	258·32
1900	27,10,557	84,617	—137	...	13	100·16
1901	31,00,762	82,227	—520	...	13	100·63
1902	39,77,104	1,09,577	9,346	0·33	17	91·47
1903	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	63,00,513	3,08,791	1,15,709	1·84	32	62·52

5 (*h*) Matheran Light railway (2′ 0″ gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, is 12·61 miles long. Its construction by Mr. Abdul Husein Adamjee Peerbhoy of Bombay was authorized in 1904 and it was opened in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Terms of contract—

This railway is maintained and worked under the terms of—

The Order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

Agreement—Of May 1906 (between the Promoter and the Great Indian Peninsula Railway Company).

The general conditions are as follows :—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Actual out of pocket expenses.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of the year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1907	10,11,300	17,529	—12,783	...	34	172·92

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

5 (*i*) Baran-Kotah railway (5′ 6″ gauge)—

Details of construction—

This railway, from Baran to Kotah, will be 40·78 miles long. Its construction was sanctioned in 1906 and it was opened temporarily for about four months in 1907.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sal sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line will not be fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The line is the property of the State. The agreement for working by the Great Indian Peninsula Railway Company is under consideration.

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM—**

Chairman.—Lieutenant-Colonel R. Gardiner, R.E.

Secretary.—W. H. Cole, Esq., M.I.C.E.

Offices.—1, Broad Street Place, Finsbury Circus, London, E. C.

Lines comprising the system.—The Madras railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Madras railway	(5′ 6″ gauge)	905·02	...	905·02
(*b*) Azhikal-Mangalore extension	(5′ 6″ gauge)	77·26	...	77·26
(*c*) Kolar Gold-fields railway	(5′ 6″ gauge)	9·88	...	9·88
(*d*) Madras (North East line) [Southern section of the East Coast (State) railway].	(5′ 6″ gauge)	498·03	...	498·03
(*e*) Nilgiri railway	(3′ 3⅜″ gauge)	16·99	11·75	28·74
(*f*) Shoranur-Cochin railway	(3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Morappur-Dharmapuri railway	(2′ 6″ gauge)	18·53	...	18·53
(*h*) Tirupattur-Krishnagiri railway	(2′ 6″ gauge)	25·38	...	25·38
(*i*) *Salem-Attur railway*	(5′ 6″ *gauge*)	...	36·06	36·06
	Total	1,615·84	47·81	1,663·65

Running powers—

Foreign lines over Home line—

		Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines)	for passenger and goods trains.	4·97
Southern Mahratta railway, Tadepalli to Bezwada		2·97
Nizam's Guaranteed State railway, distant signal at Bezwada to Bezwada station		0·89
	Total	8·83

6 (*a*) Madras railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Madras railway proper amounts to 905·02 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 472·73 miles; branches, 124·01 miles: and (2) the *North-West line* (Arkonam to Raichur), 308·28 miles. Of these 44·45 miles are double line.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

Permanent-way.—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 106; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts:—

Contracts of—22nd December 1852 (South-West line).
19th December 1855 (South-West line).
13th August 1858 (North-West line).
2nd January 1871 (Amalgamation).
18th January 1901 (Calicut-Azhikal extension).
1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

Currency of contracts.—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*a*) Madras railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

Terms of working.—As to the lines covered by the contract of 2nd January 1871, after deducting from the gross earnings the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1*s.* 10*d.* per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

Rates and fares.—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

Statistics of working—

Table I.								Table II.		
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Guaranteed interest (at current rates of exchange).	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1879	11,45,68,493	66,26,486	20,75,170	1·81	57,04,205	...	—36,29,035	1856	75	51·66
1880	11,39,78,220	61,62,546	19,57,137	1·73	57,16,332	...	—37,59,195	1857	91	47·13
1881	11,40,07,808	63,11,312	20,75,856	1·82	57,16,365	...	—36,40,509	1858	93	55·53
1882	11,39,69,608	69,18,571	25,70,841	2·25	56,89,011	...	—31,18,170	1859	122	60·35
1883	11,39,92,074	66,31,909	25,26,549	2·22	57,08,416	...	—31,81,867	1860	117	73·50
1884	11,42,51,164	71,41,318	29,35,687	2·57	64,23,432	...	—34,87,745	1861	91	71·08
1885	11,50,33,160	76,57,993	32,79,168	2·85	67,36,206	...	—34,57,038	1862	84	74·02
1886	11,59,81,297	79,66,097	32,29,243	2·78	71,24,952	...	—38,95,709	1863	110	68·57
1887	11,40,70,190	81,72,535	28,80,029	2·52	73,20,207	...	—44,40,178	1864	133	49·62
1888	11,53,78,656	85,31,054	35,21,615	3·05	76,23,851	...	—41,02,236	1865	145	45·69
1889	11,63,84,605	91,10,894	37,38,421	3·21	76,69,934	...	—39,31,513	1866	147	45·62
1890	11,79,84,234	95,06,134	45,21,480	2·83	68,85,958	...	—23,64,478	1867	153	43·47
1891	11,89,52,099	93,44,638	39,06,529	3·28	73,92,186	...	—34,85,657	1868	181	41·48
1892	11,97,71,835	96,24,670	42,92,133	3·58	83,62,369	...	—40,70,236	1869	171	49·16
1893	12,03,89,499	1,05,05,036	54,21,742	4·50	84,82,732	...	—30,60,990	1870	146	52·84
1894	12,05,25,315	1,03,21,012	49,47,863	4·10	96,56,469	...	—47,08,606	1871	139	51·27
1895	12,08,91,797	1,12,08,407	58,10,310	4·80	96,17,435	53,195	—38,60,320	1872	143	52·19
1896	12,11,52,091	1,08,80,251	53,85,291	4·44	89,92,684	...	—36,07,393	1873	157	56·94
1897	12,15,01,808	1,14,65,814	59,82,565	4·92	84,81,597	91,135	—25,90,167	1874	132	64·67
1898	12,22,69,990	1,07,20,483	54,12,657	4·43	82,40,191	90,546	—29,18,080	1875	144	70·28
1899	12,34,93,025	1,05,45,102	50,16,254	4·06	80,58,144	...	—30,41,890	1876	159	64·38
1900	12,62,82,369	1,13,39,222	53,70,820	4·25	81,24,701	...	—27,53,881	1877	225	59·26
1901	13,13,51,379	1,14,86,803	57,85,603	4·40	83,15,733	...	—25,30,130	1878	148	76·05
1902	13,50,23,683	1,18,41,074	57,91,420	4·29	84,41,464	...	—26,50,044	1879	148	68·68
1903	13,64,08,517	1,26,21,022	55,67,864	4·08	84,39,831	...	—28,71,967	1880	138	68·24
1904	13,71,10,000	1,37,65,064	62,73,135	4·57	86,30,058	...	—23,56,923	1881	141	67·11
1905	13,85,08,336	1,39,16,956	58,69,047	4·24	87,03,239	...	—28,34,192	1882	155	62·84
1906	14,03,39,676	1,50,91,141	61,78,289	4·40	87,71,265	1,25,000	—27,17,976	1883	148	61·90
1907	14,54,01,254	1,57,49,921	53,29,084	3·67	87,15,204	...	—33,86,120	1884	160	58·89
								1885	171	57·18
								1886	178	59·46
								1887	189	64·76
								1888	195	58·72
								1889	209	59·97
								1890	218	52·44
								1891	214	58·20
								1892	221	55·40
								1893	241	48·39
								1894	237	52·06
								1895	257	47·55
								1896	249	50·50
								1897	263	47·65
								1898	246	49·51
								1899	240	52·43
								1900	254	51·75
								1901	253	49·63
								1902	256	50·25
								1903	261	55·88
								1904	293	54·43
								1905	296	57·83
								1906	321	59·05
								1907	335	66·16

[NOTE.—Government relinquished their right to determine the contracts at the end of the 25th year; but on the 30th April 1907 the Secretary of State for India gave notice of his intention to purchase the Company's property with effect from the 1st January 1908, and negotiations have been concluded for working the line by the agency of the Madras and Southern Mahratta and South Indian railways.]

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 6 / Sub-heads (*a*) to (*i*). **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*b*) Azhikal-Mangalore extension (5′ 6″ gauge)—

Details of construction—

The open mileage (Azhikal to Mangalore) is 77·26 miles. It was sanctioned in 1901 and opened throughout in 1907.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

Ballast.—The line is ballasted with laterite broken to 2 ″ gauge in cuttings and sand with laterite covering in banks.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 90.

Terms of contract—

The line is worked under the following contract :—

Contract of—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a ' Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control ; and the following :—

The actual expenditure incurred under the account heads of " Maintenance and renewal of permanent-way," " Repairs of bridges, etc., wages and materials," " Conservancy of rivers," and " Repairs of staff quarters ;" and

the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906 . . .	1,20,19,658	30,310	14,990	0·12	4,17,122	—4,02,132	93	50·54
1907 . . .	1,33,15,260	1,67,953	70,695	0 53	4,16,846	—3,46,151	48	57·91

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*c*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9 88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (c) Kolar Gold Fields railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

Calendar year. (1)	TABLE I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	TABLE II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs	
1892	27,661	...	...	...	...	...
1893	5,27,634	...	...	...	...	...
1894	6,56,175	75,771	29,273	4·46	249	61·37
1895	6,61,654	1,52,953	66,379	10·03	294	56·60
1896	7,45,004	1,55,317	63,287	8·50	299	59·25
1897	7,91,074	2,08,854	90,278	11·41	402	56·77
1898	8,09,537	2,04,002	82,133	10·15	392	59·82
1899	10,79,552	1,77,667	56,827	5·27	342	68·01
1900	10,77,901	2,08,892	67,093	6 22	402	67·88
1901	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	11,38,480	2,16,629	84,864	7 45	422	60·83
1903	11,62,504	2,07,257	75,237	6·47	403	67·70
1904	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	11,87,864	1,88,402	67,600	5·69	367	64·12
1906	11,96,520	2,00,400	68,275	5·71	390	65·93
1907	12,02,068	2,11,133	55,749	4 64	411	73·60

[Note.—With effect from the 1st January 1908, the working of the line was transferred to the Madras and Southern Mahratta Railway Company.]

6 (d) Madras (North-East line) railway (5′ 6″ gauge)—

Details of construction—

The North-East line, which is the southern portion of the old East Coast (State) railway, is 498·03 miles long. It consists of 486·11 miles of main line (Washermenpet to Waltair) and 11·92 miles of branches.

Its construction was sanctioned in 1899 and it was opened throughout in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced only in the vicinity of towns, stations and level crossings.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

Terms of contract—

The line is worked under the following contract:—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows:—

Currency of contract.—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working.—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters";

the share of the general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway;

the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;

and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM—*contd.***

6 (*d*) Madras (North-East line) railway (5′ 6″ gauge)—*concld.*

Terms of Contract—*concld.*

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

Statistics of working—

TABLE I.							TABLE II.		
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1890 . .	3,79,490	...	...	...	7,590	—7,590	...	...	
1891 . .	1,10,69,894	...	...	...	2,33,786	—2,33,786	...	...	
1892 . .	2,60,11,131	...	...	...	7,41,621	—7,41,621	...	...	
1893 . .	3,58,67,473	4,98,660	1,53,732	0·43	13,48,868	—11,95,136	68	84·69	
1894 . .	4,39,47,727	14,80,678	1,50,921	0·34	15,92,909	—14,41,988	98	89·81	
1895 . .	5,09,41,876	19,04,251	3,29,184	0·65	19,12,886	—15,83,702	90	82·71	
1896 . .	6,33,64,948	24,66,573	5,39,901	0·85	23,72,875	—18,32,974	94	77·98	The figures of tables I and II prior to 1901 relate to the whole of the East Coast (State) railway.
1897 . .	7,22,26,070	29,21,162	8,92,453	1·23	26,96,796	—18,04,343	100	69·59	
1898 . .	8,24,02,269	28,10,742	6,69,831	0·81	30,98,828	—24,28,997	94	76·46	
1899 . .	8,65,93,097	43,92,237	15,37,294	1·78	35,14,602	—19,77,308	104	65·11	
1900 . .	8,80,71,731	64,04,543	26,54,794	3·01	34,46,555	—7,91,761	143	56·10	
1901 . .	6,07,27,375	45,68,155	20,31,210	3·34	24,51,072	—4,19,862	176	65·62	
1902 . .	6,16,89,605	45,46,551	16,19,128	2·62	24,46,187	—8,27,059	177	64·39	
1903 . .	6,33,83,510	45,18,656	15,53,337	2·45	24,82,162	—9,28,825	176	65·62	
1904 . .	6,43,95,839	50,43,367	15,61,875	2·43	25,44,580	—9,82,705	196	69·03	
1905 . .	6,50,33,641	67,36,215	26,65,781	4·10	25,77,504	+88,277	262	60·43	
1906 . .	6,57,16,083	60,68,407	24,19,766	3·68	26,07,349	—1,87,583	236	60·13	
1907 . .	6,64,26,189	59,31,210	18,01,215	2·71	20,02,200	—2,00,985	230	69·63	

[Note.—With effect from the 1st January 1908, the line was merged in the Madras and Southern Mahratta Railway Company's system.]

6 (*e*) Nilgiri railway (3′ 3⅜″ gauge)—

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

Details of construction—

The open mileage of this railway is 16·99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11·75 miles, *viz.*, from Coonoor to Ootacamund.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—The line is ballasted with clean broken granite.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5.

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

Government aid.—The line is the property of the State.

Currency of agreement— } The agreement may be terminated at any time on six months' notice from either
Power to determine agreement— } party.

Terms of working.—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, *plus* 10 per cent. of the net receipts.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*e*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

	Table I.									Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1890 .	67,850	...	...	...	...	...	...	...	...	...	...
1891 .	2,89,134	...	...		...	...	...	...	...	...	...
1892 .	8,89,751	...	...	...	...	...	...	...	...	...	...
1893 .	15,50,000	...	...	...	...	...	...	...	...	...	...
1894 .	18,50,000	...	...	...	...	...	...	...	...	...	...
1895 .	22,60,000	...	...	...	...	...	...	...	...	...	...
1896 .	18,92,610	...	...	...	...	...	...	...	...	...	...
1897 .	36,84,977	...	...	...	...	...	...	...	...	...	...
1898 .	44,54,085	...	...	...	...	...	...	...	...	...	...
1899 .	47,89,944	84,448	20,209	0·42	24,392	44,601	0·93	...	...	175	76·06
1900 .	48,96,490	1,76,032	86,642	1·77	23,006	1,09,648	2·24	...	...	200	42·88
1901 .	48,74,254	2,41,336	1,37,883	2·83	...	1,37,883	2·83	...	...	275	42·87
1902 .	49,08,431	3,09,063	1,12,111	2·28	...	1,12,111	2·28	...		352	63·73
1903 .	35,24,265	2,74,905	73,988	2·10	...	73,988	2·10	1,65,497	—91,509	311	73·09
1904 .	35,34,423	2,90,129	66,162	1·85	...	66,162	1·85	1,33,384	—67,222	328	77·20
1905 .	43,86,192	3,15,492	48,972	1·12	...	48,972	1·12	1,35,878	—86,906	357	84·48
1906 .	50,03,547	3,20,242	37,202	0·74	...	37,202	0·74	1,38,327	—1,01,125	362	88·38
1907 .	57,98,328	3,34,093	50,044	0·86	...	50,044	0·86	1,19,303	—69,259	378	85·02

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Details of construction—

The railway is 64·75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cochin State.

Currency of agreement.—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

Terms of working.—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1898	53,921	...	...	...	...	...
1899	80,927	...	...	...	...	...
1900	28,47,394	...	...	...	...	...
1901	50,82,280	...	...	...	...	...
1902	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907	69,34,602	4,17,179	1,35,752	1·96	124	67·46

[Note.—With effect from the 1st January 1908, the working of the line was transferred to the South Indian Railway Company.]

6 (*g*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Details of construction—

The railway is 18·53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is worked under the following contract :—

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table I. Interest.	Table I. Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	8,76,836	32,702	—431	...	30,280	—30,711	37	101·32
1907	8,42,351	37,622	2,318	0·28	26,972	—24,654	39	93·84

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*h*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Details of construction—

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (i)}$. **MADRAS RAILWAY SYSTEM**—*concld.*

6 (*h*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (*g*)].

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	10,63,690	12,840	—1,067	...	18,802	—19,869	34	108·31
1906	10,78,762	46,276	—1,825	...	39,194	—41,019	35	103·94
1907	10,86,531	55,119	6,764	0·62	34,654	—27,890	42	83·73

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*i*) Salem-Attur railway (5′ 6″ gauge)—

Details of construction—

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line; but the commencement of work has not yet been authorised.

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13
Total	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains . . 1·01

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

The general conditions are as follows :—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 four per cent. debentures expired.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 7.}}{\text{Sub-heads (a) to (c).}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Table I.					Table II. (Includes Bezwada Extension.)	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1879	1,16,46,997	6,94,401	89,925	0·77	110	87·01
1880	1,21,90,870	7,02,716	2,24,310	1·84	112	68·08
1881	1,22,85,291	7,56,834	2,92,776	2·38	120	61·32
1882	1,22,27,794	8,59,418	3,75,099	3·07	141	56·35
1883	1,22,83,560	8,53,521	2,37,932	1·94	137	72·12
1884	1,23,08,720	9,72,917	3,59,774	2·92	155	63·02
1885	2,47,70,823	11,13,950	4,87,024	1·97	178	56·26
1886	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	3,27,45,397	15,48,891	5,52,905	1·69	143	64·31
1888	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	3,59,09,620	22,57,462	7,72,513	2·15	129	66·90
1890	3,76,96,721	25,07,268	10,39,590	2·76	140	59·74
1891	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	3,95,48,395	27,80,642	13,24,959	3·35	151	52·35
1893	4,01,96,909	30,61,605	14,36,451	3·57	136	53·08
1894	4,02,33,826	32,56,885	16,22,023	4·03	177	50·20
1895	4,06,43,818	32,15,541	15,77,149	3·88	185	53·77
1896	4,08,24,737	33,03,522	17,28,196	4·23	187	50·02
1897	4,09,60,944	36,10,354	19,38,769	4·73	205	48·67
1898	4,10,54,449	39,07,612	22,74,580	5·54	221	44·20
1899	4,15,68,731	41,10,201	25,01,046	6·02	240	43·45
1900	4,17,49,124	49,12,056	28,41,985	6·81	286	41·53
1901	4,24,30,543	40,77,927	26,48,120	6·24	236	35·59
1902	4,02,89,527	44,06,494	26,82,533	6·25	254	39·89
1903	4,38,13,663	43,18,630	25,38,386	5·90	251	41·79
1904	4,32,66,412	43,32,440	27,90,690	6·45	252	36·18
1905	4,35,86,043	42,78,161	28,49,703	6·54	251	33·98
1906	4,36,45,097	44,84,105	27,98,897	6·41	262	38·12
1907	4,49,34,824	49,85,081	33,02,905	7·35	287	34·22

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

Details of construction—

This railway is 20·58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5′ 6″ gauge system bear to the aggregate gross earnings for the same half-year *plus* 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs	Rs.		Rs.	Rs.	Rs.	
1887	8,11,654	...	...	...	16,363	—16,363		
1888	11,56,237	...	...	...	39,357	—39,357		
1889	13,47,666	76,671	16,326	1·21	53,530	—37,204		
1890	13,90,830	74,731	16,318	1·17	54,530	—38,212		
1891	14,11,077	87,367	28,699	2·03	56,266	—27,567	Included with the Nizam's Guaranteed State railway proper.	
1892	14,17,674	98,779	28,347	2·00	56,584	—28,237		
1893	14,21,456	1,08,386	33,972	2·39	56,888	—22,916		
1894	14,26,901	1,71,016	71,270	5·00	57,122	+14,148		
1895	14,31,642	1,95,767	95,119	6·64	57,239	+37,880		
1896	14,35,588	1,54,322	73,056	5·09	57,406	+15,650		
1897	14,95,418	1,66,800	80,808	5·40	58,383	+22,425		
1898	15,01,343	1,69,061	95,390	6·35	59,569	+35,821		
1899	15,02,651	3,12,172	1,84,365	12·27	60,101	+1,24,264		
1900	15,02,618	3,56,446	2,38,989	15·90	60,106	+1,78,883		
1901	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420		
1902	11,60,425	2,89,663	1,40,329	12·09	46,375	+93,954		
1903	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605		
1904	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057		
1905	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193		
1906	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555		
1907	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192		

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391·13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to $\frac{7}{8}$, except within station limits, on steel and wooden sleepers from mile 300 to 384 and on wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (c)}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*concld.*

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I. Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1896	3,74,350	...	...	...	...	...
1897	17,64,352	...	...	...	...	...
1898	93,45,434	...	...	...	...	...
1899	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	2,44,58,951	20,10,033	9,23,300	3·77	99	54·07
1902	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—**

Lines comprising the system.—The North Western State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western State railway (5′ 6″ gauge)	3,423·47	213·30	3,636·77
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	27·49	...	27·49
(*c*) Jammu and Kashmir (Native state section) (5′ 6″ gauge)	15·98	...	15·98
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	107·05	...	107·05
(*f*) Southern Punjab railway (5′ 6″ gauge)	423·75	...	423·75
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	152·04	...	152·04
(*h*) Kalka-Simla railway (2′ 6″gauge)	59·44	...	59·44
(*i*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)	91·73	...	91·73
(*j*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*k*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*l*) *Jullundur-Kapurthalla-Sultanpur (British section)* } Gauge not yet finally settled.	...	6·80	6·80
(*m*) *Jullundur-Kapurthalla-Sultanpur (Native State section)*. } Gauge not yet finally settled.	...	22·02	22·02
Total	4,426·03	242·12	4,668·15

Running powers—

	Miles.
Home line over foreign line:—	
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·00

8 (*a*) North Western State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the North Western State railway proper is 3,423·47 miles, of which 408·19 miles are double line. This may be divided into (*1*) *the Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,443·52 miles, and branches, 858·33 miles; (*2*) *Military section, Sind Sagar*, main line (Lala Musa to Sher-Shah), 344·59 miles, and branches, 227·14 miles; (*3*) *Military section, Sind Pishin* (Ruk to Chaman), 336·03 miles; (*4*) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 84·42 miles, and branches, 35·74 miles; (*5*) *Military section, Quetta-Nushki* (Spezand Junction to Nushki), 82·66 miles; and (*6*) *Peshawar-Jamrood branch*, 11·04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There were 213·30 miles, single line, under construction.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (m)}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

Nil. The line is owned and worked by the State.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 4+column 6).	Percentage of total income on total capital outlay given in column (2).	Interest.	Annuity.	Old Guaranteed Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879 .	21,67,64,247	1,51,27,621	55,36,870	2·55	.....	55,36,870	2·55	1,00,29,015	...	...	−44,92,145
1880 .	25,05,35,401	1,00,30,666	75,55,561	3·02	.....	75,55,561	3·02	1,11,36,919	...	21,122	−36,02,480
1881 .	26,38,29,396	90,04,725	46,13,547	1·75	.....	46,13,547	1·75	1,17,64,868	...	...	−71,51,321
1882 .	27,49,44,870	82,43,072	57,96,011	2·11	.....	57,96,011	2·11	1,05,83,712	...	...	−47,87,701
1883 .	28,18,15,806	1,03,81,148	87,19,243	3·09	.....	87,19,243	3·09	1,07,43,931	...	...	−20,24,688
1884 .	29,20,27,775	1,07,68,748	88,21,631	3·02	.....	88,21,631	3·02	1,18,26,701	...	...	−30,05,070
1885 .	31,69,43,458	1,49,78,983	1,37,44,127	4·34	.....	1,37,44,127	4·34	1,64,98,697	...	1,25,953	−28,80,523
1886 .	33,88,68,533	2,53,60,901	1,19,92,839	3·54	.....	1,19,92,839	3·54	1,14,07,148	53,00,733	...	−47,15,042
1887 .	36,16,48,700	2,10,03,388	57,77,585	1·60	.....	57,77,585	1·60	1,01,56,779	88,30,322	...	−1,32,09,516
1888 .	37,50,58,828	2,57,79,305	83,66,598	2·23	.....	83,66,598	2·23	1,09,18,938	83,45,756	...	−1,08,98,096
1889 .	39,33,26,128	2,82,06,820	1,02,84,741	2·61	.....	1,02,84,741	2·61	1,13,76,516	83,98,768	...	−94,90,543
1890 .	41,54,67,150	2,73,99,035	1,02,57,601	2·47	.....	1,02,57,601	2·47	1,16,66,585	74,54,323	...	−88,63,307
1891 .	41,87,30,971	3,25,78,355	1,21,32,521	2·90	.....	1,21,32,521	2·90	1,20,67,542	80,05,299	...	−79,40,320
1892 .	42,71,90,670	2,64,35,665	94,50,960	2·21	.....	94,50,960	2·21	1,24,26,030	89,84,076	...	−1,19,59,146
1893 .	43,71,03,581	2,92,68,732	97,97,643	2·24	.....	97,97,643	2·24	1,27,61,682	90,98,545	...	−1,20,62,584
1894 .	44,78,05,925	3,23,14,097	1,28,25,181	2·86	.....	1,28,25,181	2·86	1,24,63,279	1,03,59,245	...	−99,97,343
1895 .	46,28,14,462	3,52,18,382	1,64,46,998	3·55	.....	1,64,46,998	3·55	1,35,01,193	1,03,17,385	...	−73,71,580
1896 .	47,81,90,892	2,94,41,749	1,18,86,409	3·49	.....	1,18,86,409	3·49	1,42,35,427	96,43,588	...	−1,19,92,606
1897 .	48,79,25,238	3,29,03,448	1,49,78,897	3·07	.....	1,49,78,897	3·07	1,45,40,298	90,95,191	...	−86,56,592
1898 .	49,37,11,919	3,76,01,912	1,85,74,360	3·76	.....	1,85,74,360	3·76	1,50,41,459	86,35,849	...	−51,02,948
1899 .	50,10,64,031	3,52,21,759	1,60,89,223	3·22	.....	1,60,89,223	3·22	1,50,40,208	85,61,406	...	−75,12,391
1900 .	50,70,21,010	3,15,22,237	1,32,19,151	2·61	.....	1,32,19,151	2·61	1,54,25,164	85,76,682	...	−1,07,82,695
1901 .	51,32,97,918	4,11,89,277	2,03,56,471	3·96	1,73,653	2,05,30,124	3·99	1,55,50,694	86,02,222	...	−36,22,792
1902 .	52,81,86,554	4,22,19,927	1,73,70,094	3·28	41,522	1,74,11,616	3·29	1,59,69,560	85,81,455	...	−71,39,399
1903 .	53,53,09,487	4,93,83,876	2,50,08,517	4·67	90,308	2,50,98,825	4·68	1,62,88,103	85,77,430	...	+2,33,292
1904 .	55,14,60,717	6,16,56,310	3,22,92,909	5·95	2,30,678	3,25,23,587	6·00	1,67,34,700	85,77,430	...	+72,11,457
1905 .	57,66,87,195	5,86,74,943	2,90,52,383	5·03	4,43,110	2,94,95,493	5·11	1,72,13,261	85,77,430	...	+37,04,802
1906 .	60,67,74,836	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,80,71,178	85,77,430	...	+32,60,153
1907 .	62,70,60,479	6,95,60,262	3,34,45,961	5·32	7,75,023	3,42,20,984	5·44	1,48,21,954	85,77,430	...	+1,08,21,600

TABLE II.

Calendar year.	Sind-Punjab and Delhi, 5′ 6″.		Punjab-Northern, 5′ 6″.		Indus Valley and Kandahar, 5′ 6″.		Amritsar-Pathankot, 5′ 6″.		*North Western State.* Commercial section.		Military section.		Entire line.		Calendar year.	Sind-Punjab and Delhi, 5′ 6″		Punjab Northern, 5′ 6″		Indus Valley and Kandahar, 5′ 6″		Amritsar-Pathankot, 5′ 6″		*North-Western State.* Commercial section.		Military section.		Entire line.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.																
1861	58	97·28	...	...	...	...	...	...	...	...	...	...	...	...														261	52·49
1862	112	79·59	...	...	...	...	...	...	...	...	...	...	...	...														182	72·33
1863	171	83·04	...	...	...	...	...	...	...	...	...	...	...	...														202	67·37
1864	170	87·26	...	...	...	...	...	...	...	...	...	...	...	...															
1865	101	82·18	...	...	...	...	...	...	...	...	...	...	...	...															
1866	116	76·15	...	...	...	...	...	...	...	...	...	...	...	...															
1867	121	89·98	...	...	...	...	...	...	...	...	...	...	...	...															
1868	112	95·69	...	...	...	...	...	...	...	...	...	...	...	...															
1869	117	80·70	...	...	...	...	...	...	...	...	...	...	...	...															
1870	140	76·16	...	...	...	...	...	...	...	...	...	...	...	...															
1871	122	99·08	...	...	...	...	...	...	...	...	...	...	...	...															
1872	134	85·77	...	...	...	...	...	...	...	...	...	...	...	...															
1873	154	68·67	...	...	...	...	...	...	...	...	...	...	...	...															
1874	191	55·35	...	...	...	...	...	...	...	...	...	...	...	...															
1875	161	64·08	61	63·41	...	...	...	...	...	...	...	...	...	...															
1876	186	67·03	101	77·27	...	...	...	...	...	...	...	...	...	...															
1877	241	57·46	130	86·81	...	...	...	...	...	...	...	...	...	...															
1878	234	64·50	169	99·36	56	122·97	...	...	...	...	...	...	...	...															
1879	317	60·22	345	79·52	121	81·16	...	...	...	...	...	...	...	...															
1880	352	55·92	360	83·25	209	71·15	...	...	...	...	...	...	...	...															
1881	285	69·76	198	89·64	155	78·73	...	...	...	...	...	...	...	...															
1882	285	66·00	151	83·74	141	69·17	...	...	...	...	...	...	...	...															
1883	296	57·13	144	81·11	203	55·55	...	...	...	...	...	...	...	...															
1884	290	61·26	139	72·34	210	69·49	67	85·78	...	...	...	...	...	...															
1885	373	57·35	165	62·69	309	40·85	84	80·28	...	...	...	...	...	...															
															1907									540	47·08	78	112·58	377	51·87

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (m)}$. NORTH WESTERN STATE RAILWAY SYSTEM—*contd.*

8(*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Details of construction—

This line, from Amritsar *viâ* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The railway is worked under the following contract :—

Contract of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure *plus* Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working.—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1906 . .	11,90,964	15,368	8,452	0·71	69	45·00
1907 . .	14,19,465	1,61,280	88,704	6·02	113	45·00

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(c) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1888	29,545	...	...	...	...	...	...	...	...
1889	7,51,458	...	...	...	...	...	...	...	...
1890	12,37,071	45,667	13,770	1·11	...	...	...		
1891	13,80,083	57,312	15,904	1·15	...	...	...		
1892	9,45,302	41,718	15,444	1·63	...	...	...		
1893	9,56,327	54,637	14,332	1·50	...	...	...		
1894	9,59,773	60,463	17,555	1·83	...	...	...	Included with the North Western (State) railway.	
1895	9,60,010	56,239	25,026	2·60	...	...	...		
1896	9,60,011	55,185	24,558	2·55	...	...	...		
1897	9,65,151	48,509	21,587	2·24	...	...	...		
1898	9,62,846	48,164	21,433	2·23	...	...	...	58	55·50
1899	9,60,820	51,532	22,932	2·39	...	...	...	62	55·50
1900	9,60,492	55,215	24,571	2·56	...	...	...	67	55·50
1901	9,60,636	52,184	23,355	2·43	...	...	...	63	55·50
1902	9,62,471	51,865	23,080	2·40	...	...	...	63	55·50
1903	9,62,284	54,881	24,422	2·54	9,258	33,680	3·50	66	55·50
1904	9,62,208	56,231	25,023	2·60	8,655	33,678	3·50	68	55·50
1905	9,62,208	66,842	29,745	3·09	4,540	34,285	3·57	80	55·50
1906	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907	9,79,109	80,172	35,677	3·64	−684	34,993	3·57	96	55·50

8(d) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*d*) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)—*concld.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{5}$th and $\frac{4}{5}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Rs	Rs.	Rs.			Rs.	
1901 . .	43,10,407	2,02,297	91,034	2·11	The decrease in capital outlay in 1903 was due to credits.	68	55·00
1902 . .	43,21,799	4,05,005	1,82,252	4·21		99	55·00
1903 . .	41,19,964	3,15,026	1,41,762	3·44		77	55·00
1904 . .	41,19,384	3,46,059	1,55,727	3·78		85	55·00
1905 . .	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	41,70,608	6,44,063	2,89,829	6·95		157	55·00
1907 . .	41,81,658	6,45,356	2,90,410	6 94		158	55·00

8(*e*) Rajpura-Bhatinda railway (5' 6" gauge)—

Details of construction—

This railway is 107·05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R.-T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1884	11,12,259	5,111	—496	...	17	109·72
1885	12,29,141	48,769	—4,255	...	59	106·09
1886	12,29,141	64,623	13,816	1·12	78	78·62
1887	12,43,250	Not available	15,425	1·24	Included with North Western State railway.	
1888	22,61,990		18,640	0·82		
1889	62,83,918	1,08,480	58,403	0·93	74	55·00
1890	65,00,534	5,66,946	2,55,126	3·99	101	55·00
1891	65,81,553	7,19,859	3,23,937	4·92	128	55·00
1892	66,41,382	5,64,053	2,53,824	3·82	100	55·00
1893	67,26,941	6,84,347	3,07,956	4·58	122	55·00
1894	67,01,669	12,59,032	5,66,565	8·45	224	55·00
1895	67,02,457	13,18,902	5,93,506	8·86	235	55·00
1896	66,95,813	9,97,826	4,49,022	6·71	178	55·00
1897	66,96,451	6,96,927	3,13,617	4·68	124	55·00
1898	67,04,520	7,02,637	3,16,187	4·72	125	55·00
1899	67,05,785	6,79,520	3,05,784	4·56	122	55·00
1900	67,05,785	6,93,804	3,12,211	4·66	125	55·00
1901	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	68,02,580	11,87,134	5,69,825	8·37	213	52·00
1907	68,14,790	14,80,997	7,10,878	10·43	266	52·00

8(*f*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.
Secretary.—Urban Broughton, Esq.
Offices.—70, Cornhill, London, E. C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Umballa and Lahore.

Details of construction—

The mileage amounts to 423·75 miles, which may be divided into main line (Delhi to Samasata), 400·37 miles, and branch, 23·38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts :—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (*g*).

The general conditions of the contracts are as follows :—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (m)}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent. of the gross earnings. Surplus profits in excess of 3¾ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Rebate from N. W. S. ry., (+), or share of surplus profits payable to the Secretary of State in England, (—). (6)	Total income. (7)	Percentage of total income on total capital outlay given in column (2). (8)	REMARKS. (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1895 .	21,49,441	...	...	...	...	...	...	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	...	...
1896 .	1,30,67,048	...	...	...	...	...	...		...	...
1897 .	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54		52	52·00
1898 .	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899 .	2,26,88,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48		73	52·00
1900 .	2,26,57,063	16,36,280	7,89,360	3·48	+ 3,562	7,92,922	3·50		74	52·00
1901 .	2,25,70,734	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902 .	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90		88	52·00
1903 .	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14		98	52·00
1904 .	2,28,43,454	27,47,442	13,18,772	5·74	—2,30,678	10,88,094	4·74		124	52·00
1905 .	2,30,13,696	36,40,372	17,47,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	2,31,30,148	41,67,059	20,00,188	8·65	—5,67,842	14,32,346	6·19		188	52·00
1907 .	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,623	16,42,355	7·09		228	52·00

8(*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Details of construction—

The open mileage, from Ludhiana, *viâ* Ferozepore, to McLeod Ganj is 152·04 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Statistics of working—

Table I.								Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Rebate from North Western State railway, (+), or share of surplus profits payable to the Secretary of State in England, (−). (6)	Total income. (7)	Percentage of total income on total capital outlay given in column (2). (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	7,06,564	...	...	...	...	...	...	...	...
1904	53,38,747	...	...	...	...	...	...	...	...
1905	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	68	52·00
1906	79,33,781	6,29,557	3,02,187	3·81	+33,318	3,35,505	4·23	83	52·00
1907	83,43,814	8,98,142	4,31,108	5·15	+31,163	4,62,271	5·53	112	52·00

8 (*h*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59·44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—*Nil.* The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

Table I.							Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.				Rs.	
1899	5,53,228	...	...	...	...	...	...	...
1900	13,18,465	...	...	...	...	...	...	...
1901	34,86,993	...	...	...	...	...	...	...
1902	92,81,656	...	...	...	...	...	...	...
1903	1,41,32,884	32,052	7,022	0·04	...	...	7	78·09
1904	1,68,25,512	5,90,403	2,08,240	1·24	...	...	191	64·75
1905	1,76,11,644	7,52,460	4,00,813	2·28	...	...	243	46·73
1906	1,77,93,538*	7,64,322	3,07,125	1·72*	5,90,655	−2,83,530	247	59·82
1907	1,76,82,568	9,25,979	4,05,368	2·29	5,27,265	−1,21,897	309	56·22

8(*i*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)—

Details of construction—

The line is 91·73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903. The line is under conversion to the 5′ 6″ gauge.

Permanent-way.—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

*Revised figure.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*concld.***

(i) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)—*concld.*

Details of construction—concld.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal in 100.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working—

Table I.	Table II. Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western State railway	1902	31	67·88
	1903	34	174·56
	1904	34	222·38
	1905	38	166·36
	1906	50	143·68
	1907	48	174·49

(j) Nowshera-Durgai railway (2′ 6″ gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35 lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—The railway is owned and worked by the State.

Statistics of working—

Table I.	Table II. Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western State railway	1902	51	152·27
	1903	53	101·67
	1904	69	97·29
	1905	68	109·17
	1906	72	92·46
	1907	83	94·27

(k) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with the North Western State railway.

(l) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6·80 miles long, has not yet been commenced, nor has the gauge been settled.

(m) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native State section will be 22·02 miles long. The same remarks apply to this as are made against the British section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—

Lines comprising the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand State railway { (5′ 6″ gauge)	1,221·42	88·48	1,309·90
(3′ 3⅜″ gauge)	1·81	...	1·81
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,334·87	88·48	1,423·35

Running powers—

	Miles.
Home line over Foreign line :—	
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13·00
Foreign lines over Home line :—	
Great Indian Peninsula railway at Cawnpore } granted for passenger and goods trains, but exercised for the former only. { Cawnpore to Lucknow	{ 0·86 / 44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge) } for passenger and goods trains. {	79·60
" " " " Benares Cantonment to Benares City (Oudh and Rohilkhand State railway, 3′ 3⅜″ gauge) } for passenger and goods trains. {	1·81
	81·41

9(*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction.

The total open mileage of the railway is 1,223·23 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518·49 miles; (2) Benares-Lucknow loop, 199·03 miles; (3) Bareilly-Moradabad loop, 70·50 miles; and branches, 433·40 miles; and 1·81 miles of 3′ 3⅜″ gauge at Benares.

First sanction to construction was given in 1864. The main line *viâ* Rae Bareli was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There were 88·48 miles sanctioned for construction but on which commencement of work was not authorized.

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails. During the year 1907, 40 miles of the relaying on the main line from Lucknow towards Saharanpur was completed. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Ajodhya Ghat, Bahramghat, Madhoganj and Kotdwara branches they are partly 60-lb. flat-footed iron and partly 60-lb steel rails. The portions of the Bareilly-Moradabad loop and Aligarh branch which were previously laid with 60-lb. flat-footed steel rails are now being relaid with the second hand 75-lb. flat-footed steel rails removed from the main line.

The sleepers are of the following types :—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sâl, deodar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers still in the Kotdwara and Aligarh branches and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the whole of the railway is 1 in 400.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1867	...	...	...	...	...	...	...	74	106·97
1868	...	...	...	...	...	...	...	120	64·54
1869	...	...	...	...	...	...	...	97	81·74
1870	...	...	...	...	...	...	...	112	227·93
1871	...	...	...	...	...	...	...	117	69·31
1872	...	...	...	...	...	...	...	56	68·58
1873	...	...	...	...	...	...	...	56	72·91
1874	...	...	...	...	...	—	...	72	64·41
1875	...	...	...	...	...	...	...	97	59·71
1876	...	...	...	...	...	...	...	120	63·93
1877	...	...	...	...	...	...	...	153	52·38
1878	...	...	...	...	...	...	...	163	54·23
1879	5,80,35,764	43,44,843	18,19,936	3·14	28,00,000	...	−9,80,064	153	58·11
1880	6,02,24,081	44,55,150	19,04,409	3·16	28,19,946	...	−9,15,537	157	57·25
1881	6,25,30,935	49,28,730	19,75,699	3·16	29,14,137	...	−9,38,438	173	59·91
1882	6,52,79,840	52,62,844	18,01,371	2·76	30,67,622	...	−12,66,251	185	65·77
1883	7,07,69,446	54,56,255	24,80,362	3·51	31,35,495	...	−6,55,133	192	54·54
1884	7,91,43,383	52,75,198	23,26,146	2·94	41,14,587	...	−17,88,441	182	55·99
1885	8,54,34,426	55,37,369	19,05,361	2·23	46,53,333	...	−27,47,972	176	65·59
1886	8,95,12,775	65,05,408	28,60,755	3·20	51,88,014	...	−23,27,259	180	56·02
1887	9,17,06,668	66,46,213	31,35,249	3·42	53,98,339	...	−22,63,090	186	52·83
1888	9,18,41,649	70,77,058	30,16,005	3·28	51,67,494	...	−21,51,489	197	57·38
1889	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	...	−7,67,822	209	44·24
1890	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	...	−6,68,631	205	49·14
1891	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	...	+2,16,792	238	42·29
1892	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	...	−2,63,082	237	41·28
1893	10,34,32,031	87,15,926	50,17,053	4·85	55,01,058	...	−4,84,005	239	42·44
1894	11,03,04,516	1,05,18,836	57,36,138	5·20	63,11,123	...	−5,74,985	262	45·47
1895	10,64,94,395	1,02,94,880	52,55,948	4·94	63,69,949	...	−11,14,001	248	48·95
1896	10,76,42,655	86,97,076	43,50,907	4·04	61,30,729	...	−17,79,822	209	49·97
1897	11,04,84,893	85,15,856	36,96,778	3·35	59,77,486	...	−22,80,708	186	56·59
1898	11,66,56,000	98,51,590	53,07,727	4·55	58,76,247	...	−5,68,520	190	46·12
1899	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,202	...	+1,01,393	208	45·45
1900	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	...	−6,36,458	208	51·44
1901	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	...	+9,07,963	231	45·53
1902	13,66,82,842	1,31,65,792	64,11,336	4·69	64,75,905	...	−64,569	230	51·30
1903	14,54,28,164	1,39,49,922	72,81,862	4·97	68,00,305	...	+4,81,557	226	48·16
1904	17,96,63,929	1,52,96,206	71,33,117	4·76	70,55,640	...	+77,477	235	53·37
1905	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,431	...	−8,24,764	238	58·77
1906	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	...	+2,49,721	249	52·54
1907	16,40,20,113	1,81,93,069	65,62,413	4·00	70,99,564	...	−5,37,151	269	63·93

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Details of construction—

This railway is 32·04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sal and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads } (a) \text{ to } (c)}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM**—*concld.*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., nor is less than, the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1897	1,96,017	...	...	...	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	...	...
1898	10,70,545	...	...	...	...	...	...		...	...
1899	23,42,687	...	...	...	...	...	...		...	...
1900	25,67,093	1,60,485	80,243	1·33	...	...	...		115	50·00
1901	28,12,301	2,13,456	1,06,728	3·80	84,220	11,253	+11,255		128	50·00
1902	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903	28,44,541	2,62,719	1,31,359	4·62	85,260	23,050	+23,049		158	50·00
1904	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		158	50·00
1905	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906	29,24,284	3,34,110	1,67,055	5·71	87,688	39,633	+39,684		201	50·00
1907	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Details of construction—

The link is 79·60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9(*a*)].

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 10}}{\text{Sub-head (a)}}$ **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Henry Luttman-Johnson, Esq.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopsgate Street within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34·90 miles, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total open mileage of the line is 775·28 miles which may be divided into (1) main line (Chittagong to Tinsukia), 576·61 miles, and (2) branches, 198·67 miles, of which the length between Noakhali and Shaheb Ghatta, 4·44 miles, was temporarily closed to traffic. The main line was opened through to Tinsukia in 1903.

Besides the above 35·32 miles were sanctioned for construction, of which 19·32 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pyinkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8·54 miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contracts are:—

Government aid.—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earning of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent. of net earnings. With effect from 2nd half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent. of deposits, irrespective of the condition that the bonus should be restricted to one per cent. of net earnings;

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1893) shall not exceed the rate for the time being applicable to the Company's share capital;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement;

and the residue is disisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.*

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[For Index see page 120.]

Number $\frac{\text{Main head 10}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203	...	...	...	5,893	—5,893	...	...
1892	30,16,133	...	...	...	2,66,378	—2,66,378	...	...
1893	1,07,63,192	...	...	...	5,42,648	—5,42,648	...	...
1894	2,46,89,198	...	...	...	8,59,881	—8,59,881	...	...
1895	4,04,38,298	2,14,426	—8,047	...	13,95,636	—14,03,683	64	183·75
1896	5,21,39,304	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63
1897	6,37,67,401	9,90,640	72,214	0·11	22,56,279	—21,84,065	63	92·71
1898	7,56,41,721	13,08,124	54,551	0·07	24,45,275	—23,90,724	86	95·83
1899	8,69,56,236	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08
1900	9,56,01,772	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69
1901	10,41,49,467	21,34,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60
1902	11,11,31,922	20,96,058	2,54,418	0·23	38,08,387	—35,53,969	68	87·86
1903	12,40,28,543	23,97,658	4,43,963	0·36	40,71,450	—36,27,487	72	80·51
1904	12,60,09,639	29,53,962	1,05,390	0·08	41,66,535	—40,61,145	77	94·78
1905	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	94·68
1906	13,25,20,704	42,20,064	4,27,858	0·32	44,53,487	—40,25,629	104	89·86
1907	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023	122	86·91

Noakhali (Bengal) railway (3′ 3⅜″ gauge)—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Assam-Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	21,04,827	30,099	2,409	0·11	23,389	25,798	1·23	30	92·00
1904	21,59,851	55,840	—3,282	...	50,775	47,543	2·20	31	105·79
1905	21,35,528	68,493	1,666	0·08	56,055	57,721	2·71	38	97·57
1906		Amalgamated with the		Assam-Bengal	railway,				

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, R.E., C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E., M. Inst. C. E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,014·90	144·15	1,159·05
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	763·54	19·40	782·94
Total	1,778·44	163·55	1,941·99

Running powers—

Home line over Foreign lines—

		Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3′ 3⅜″ gauge)		1·81
Total		84·81

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$: **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

11 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the railway is 1,014·90 miles.

This may be divided into main lines : (1), Sonepore to Burhwal, 274·75 miles; (2), Bhatni to Benares, 105·75 miles and (3), Aunrihar to Chand-deara Ghat, 95·75 miles ; and branches, 538·65 miles. First section of the main line was sanctioned in 1882 and it was opened throughout in 1885.

Besides the above 144·15 miles were sanctioned, of which 84·36 miles were actually under construction.

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts :—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghat (Bahramghat), Burhwal, Tulsipur, Katarnian Ghat and Turtipar branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Maharajgunj, Savan to Thawe, Benares to Jhoosi and extensions towards Allahabad, Kopaganj to Dohrighat and Uska to Tulsipur with a branch from Gainsari to Jarwa.

The general conditions of the contracts are as follows :—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903 ; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

11 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company ;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong $\frac{14}{15}$ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

	Table I.						Table II. Including the Tirhoot railway from 1890.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	1,52,47,423	77,670	Information not available.	Information not available.	−26,221	...	29	133·76
1885	2,01,86,980	12,05,320			6,10,799	3·03	72	49·32
1886	2,36,16,102	18,51,074			8,09,189	3·43	106	56·36
1887	2,56,22,684	19,14,002			8,37,004	3·27	90	56·94
1888	2,61,51,543	22,09,543			9,88,844	3·78	102	55·25
1889	2,63,41,872	22,11,824			10,53,964	4·00	103	52·35
1890	2,57,91,904	22,18,615			12,32,397	4·86	121	44·08
1891	2,76,68,842	24,76,909	15,54,509	69,484	16,23,993	5·87	121	40·04
1892	2,83,88,821	29,39,077	16,34,194	67,160	17,01,254	5·99	120	41·12
1893	2,84,84,234	26,14,546	15,81,860	66,842	16,48,702	5·79	123	43·20
1894	2,87,24,887	26,17,242	16,95,265	72,858	17,67,623	6·15	130	41·79
1895	3,12,95,704	25,71,036	16,82,766	72,909	17,55,675	5·61	133	42·45
1896	3,12,36,114	26,26,033	16,70,172	71,614	17,41,786	5·07	134	43·97
1897	4,10,22,207	27,55,713	17,24,277	74,905	17,99,182	4·38	128	43·78
1898	4,66,78,822	33,31,890	19,74,920	75,885	20,50,805	4·39	129	43·37
1899	5,16,06,763	43,44,861	26,70,911	61,940	27,32,851	5·30	131	46·67
1900	5,24,73,019	44,56,593	24,75,433	49,563	25,25,996	4·82	128	49·56
1901	5,50,91,830	53,66,794	30,97,372	76,853	31,74,225	5·76	140	44·51
1902	5,84,82,525	55,60,233	29,72,183	76,671	30,48,854	5·91	154	46·32
1903	6,21,09,547	61,95,433	38,53,972	1,04,369	39,58,341	6·47	161	40·64
1904	6,43,92,183	67,16,933	43,28,496	1,16,824	44,45,330	6·90	168	39·68
1905	6,77,55,566	61,79,116	34,72,057	1,69,446	36,41,463	5·37	151	43·11
1906	7,13,61,623	77,02,976	40,92,099	1,92,072	42,84,731	6·00	168	47·39
1907	7,50,01,758	89,59,804	49,72,741	1,79,231	51,51,972	6·87	177	44·28

11 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of this railway is 763·54 miles, consisting of (1) main line (Katihar to Sonepore) 169·50 miles, (2) Hajipur to Bachhwara *viâ* Muzaffarpur and Samastipur loop, 86·50 miles, and (3) branches, 507·54 miles. Of these 10·05 miles are double line. First sanction to the construction of the main line was accorded in 1874 and the first section was opened throughout in 1890. There were in addition 19·40 miles under construction.

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 11 (*a*).

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*concld.*

11 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1875	...	...	Information not available.	Information not available.	...	...	...	...		39	107·62
1876	...	...			...	...	...	...		71	68·67
1877	...	...			...	...	...	...		77	69·85
1878	...	...			...	...	...	...		108	75·34
1879	53,38,320	4,58,733			1,07,819	2·02	2,37,411	−1,29,592		113	76·49
1880	56,13,274	5,51,068			2,33,662	4·16	2,50,659	−16,997		102	56·40
1881	72,02,917	5,84,255			2,36,200	3·28	2,67,245	−31,045		110	59·57
1882	1,07,92,877	6,60,022			2,54,047	2·36	3,86,612	−1,32,565		136	61·50
1883	1,32,83,024	8,92441			2,59,705	1·96	4,99,014	−2,39,309		103	70·90
1884	1,48,64,982	11,90,072			2,66,582	1·79	5,74,369	−3,07,787		105	77·60
1885	1,44,47,916	12,78,634			3,59,269	2·49	5,86,195	−2,26,926		98	71·90
1886	1,54,33,549	14,98,638			5,01,189	3·25	6,30,944	−1,29,755		109	66·56
1887	1,97,49,195	17,22,955			6,95,725	3·52	7,79,801	−84,076		122	59·62
1888	2,07,78,252	18,07,283			7,98,875	3·85	8,17,485	−18,610		123	55·80
1889	2,12,28,094	18,96,674			9,78,246	4·61	8,41,932	+1,36,314		122	48·42
										Included with Bengal and North-Western railway.	
1890	2,29,94,165	23,92,977			13,21,797	5·75	9,14,207	+4,07,590		...	...
1891	2,34,99,148	24,89,279	14,23,332	69,484	13,53,848	5·76	9,34,385	+4,19,463		...	...
1892	2,43,25,804	21,84,862	13,82,875	67,060	13,15,815	5·41	9,50,025	+3,65,790		...	...
1893	2,49,08,833	26,81,190	14,09,975	66,842	13,43,133	5·39	10,01,205	+3,41,928		...	...
1894	2,50,08,061	29,42,305	15,35,581	72,358	14,63,223	5·85	9,98,388	+4,64,835		...	...
1895	2,56,02,092	30,89,644	15,61,276	72,909	14,88,367	5·81	10,18,013	+4,70,354		...	...
1896	2,60,38,655	31,61,172	15,56,944	71,614	14,85,330	5·70	10,27,821	+4,57,509		...	...
1897	3,11,00,098	32,38,109	16,29,812	74,905	15,54,907	5·00	10,38,630	+5,16,277		...	...
1898	3,46,43,176	31,41,140	16,67,068	75,885	15,91,183	4·59	13,18,764	+2,72,419		...	...
1899	3,80,27,583	34,24,808	14,42,101	61,940	13,80,161	3·63	14,62,603	− 82,442		...	...
1900	4 30,15,249	36,47,197	15,66,413	49,563	15,16,850	3·53	16,19,231	−1,02,381		...	...
1901	4,61,91,293	43,16,760	22,75,660	76,853	21,98,807	4·76	17,67,799	+4,31,008		...	...
1902	4,91,41,200	45,50,632	24,55,201	76,671	23,78,530	4·84	18,77,205	+5,01,325	Includes Sagauli-Raxaul branch from 11th April 1904.	...	...
1903	5,08,63,468	56,72,952	31,92,619	1,04,369	30,88,250	6·07	19,86,515	+11,01,735		...	...
1904	5,64,95,579	62,63,114	34,98,567	1,16,834	33,81,733	5·99	21,48,021	+12,33,712		...	...
1905	6,21,36,962	61,81,754	35,57,423	1,69,446	33,87,977	5·45	23,54,563	+10,33,414		...	...
1906	6,73,40,339	66,80,324	38,97,310	1,92,032	37,05,278	5·50	23,17,307	+13,87,971		...	
1907	7,19,89,253	75,39,243	42,21,002	1,79,231	40,41,771	5·61	23,80,668	+16,61,103			

Sagauli-Raxaul branch, before it was purchased by the State.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	1,26,044	...	...	...	...	...
1897	6,68,783	...	...	...	...	...
1898	8,07,550	...	...	...	...	...
1899	10,81,740	5,433	Credited to interest on capital.	...	80	40·00
1900	12,12,073	25,830		...	50	52·62
1901	10,67,014	37,182	13,593	1·27	40	63·44
1902	11,73,421	39,296	18,638	1·74	42	52·57
1903	11,16,252	43,809	18,571	1·66	51	57·61
1904 (up to 10th April)	11,16,252	18,740	10,114	0·91	74	46·03
	Amalgamated with the Tirhoot railway from 11th April 1904.					

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Colonel A. J. Filgate, R.E.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

12 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total length of open mileage is 36·40 miles, divided into main line (East Bank of the Teesta to Dam Dim), 31 miles and branch, 5·40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432·50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts :—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madaribat extension).

The general conditions of the contracts are as follows :—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

12 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Remarks.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1891	16,479	...	...	...	...	...	...		...	...
1892	12,67,626	...	...	...	...	...	...		...	...
1893	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12		69	49·80
1894	22,84,224	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74		109	49·20
1895	23,26,476	3,53,537	1,27,458	5·48	4,000	1,31,458	5·65		125	49·73
1896	24,33,213	2,70,450	1,31,813	5·42	...	1,31,813	5·42	*Including cost of flood damages.	136	61·26
1897	26,50,713	2,86,407	1,45,289	5·48	...	1,45,289	5·48		145	49·27
1898	26,68,050	2,69,089	1,10,620	4·15	4,000	1,14,620	4·30		135	57·40
1899	26,26,748	2,73,037	1,18,416	4·51	...	1,18,416	4·51		137	55·41
1900	26,42,695	3,32,730	1,89,461	7·17	...	1,89,461	7·17		168	43·06
1901	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67		156	43·27
1902	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47		144	37·27
1903	26,95,547	3,09,965	2,23,786	8·30	...	2,23,786	8·30		156	27·80
1904	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63		175	25·88
1905	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15		196	32·60
1906	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86		216	27·38
1907	27,56,535	4,20,705	*3,05,788	11·09		*3,05,788	11·09		222	27·32

12 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the extensions is 116·56 miles, comprised of (1) Eastern extension (Mal to Madarihat) 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65·80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6·76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 12 (*a*).

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Remarks.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	
1897	72,151	...	...	...		...	...
1898	4,03,611	...	...	...		...	...
1899	26,75,455	...	...	...		...	...
1900	47,11,632	16,191	5,015	0·11		13	2·31
1901	62,26,567	1,76,399	68,937	1·11	*Including cost of flood damages.	47	69·92
1902	72,66,166	2,53,634	86,266	1·19		62	65·99
1903	79,30,172	3,47,832	1,05,916	1·34		71	69·55
1904	84,97,571	4,15,179	1,08,680	1·28		68	73·85
1905	87,92,080	5,12,343	1,97,824	2·25		85	61·39
1906	89,99,516	5,83,852	2,91,256	3·23		96	50·11
1907	90,70,826	6,04,133	*2,90,863	3·21		99	51·85

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**

Lines comprising the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

		Open line. Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway	(3′ 3⅜″ gauge)	334·19
(*b*) Dhrangadra railway	(3′ 3⅜″ gauge)	20·83
(*c*) Jamnagar railway	(3′ 3⅜″ gauge)	54·22
(*d*) Jetalsar-Rajkot railway	(3′ 3⅜″ gauge)	46·21
	Total	455·45

13 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 334·19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105·03 miles, (2) Dhola to Porbandar Bandar, 159·51 miles, and (3) Jetalsar to Veraval Bandar, 69·65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

13 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.				Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i). lines open, (ii) lines partly open and (iii) lines wholly under construction (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1879	4,80,177	...	...	...	...	...
1880	49,19,304	...	...	...	...	...
1881	74,46,353	6,88,385	2,05,254	2·76	78	70·18
1882	86,75,711	8,76,836	3,54,648	4·09	87	59·55
1883	90,49,232	8,94,179	3,26,613	3·61	89	63·47
1884	92,92,040	10,92,312	4,97,471	5·35	109	54·46
1885	96,25,031	10,04,660	3,91,247	4·07	98	59·55
1886	98,57,553	9,65,379	4,15,149	4·21	96	57·00
1887	1,08,28,023	9,80,827	4,42,103	4·08	98	54·93
1888	1,30,68,663	11,20,260	5,53,675	4·23	109	50·58
1889	1,62,60,477	13,80,417	5,99,832	3·69	97	56·55
1890	1,68,42,051	15,71,788	6,00,267	3·56	91	61·81
1891	1,71,24,771	14,77,263	4,75,786	2·78	85	67·79
1892	1,72,52,030	15,78,178	4,37,876	2·54	91	72·25
1893	1,72,28,860	20,63,104	8,88,708	5·16	119	56·92
1894	1,73,65,592	18,40,287	7,91,335	4·56	106	49·61
1895	1,76,00,032	19,52,221	8,21,220	4·67	113	57·93
1896	1,75,63,395	19,80,878	9,89,274	5·63	114	50·06
1897	1,76,53,653	18,21,640	8,19,081	4·64	105	55·04
1898	1,78,56,546	16,98,657	7,09,781	3·98	97	58·22
1899	1,79,56,272	18,53,483	9,26,935	5·16	107	49·99
1900	1,80,00,616	19,53,865	10,10,773	5·62	113	48·27
1901	1,80,96,671	15,37,378	6,80,089	3·76	89	55·76
1902	1,80,87,538	13,71,837	5,66,342	3·13	79	58·72
1903	1,81,53,314	16,04,638	8,36,670	4·61	92	47·86
1904	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906	1,81,74,947	19,57,290	11,07,581	6·09	113	43·41
1907	1,82,09,673	22,36,816	12,54,293	6·89	129	43·93

13 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling stock and, in addition, actual expenditure on the maintenance of way, works and stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

13 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1897	5,830	...	...	...	...	...
1898	5,93,589	23,395	10,617	1·79	37	54·62
1899	6,06,104	63,876	20,978	3·46	59	67·16
1900	5,86,534	57,366	18,984	3·24	53	66·91
1901	5,86,100	46,196	11,765	2·01	43	74·53
1902	5,85,911	37,731	8,075	1·38	35	78·60
1903	5,86,638	43,058	11,713	1·99	40	72·80
1904	5,87,116	47,516	15,446	2·63	44	67·49
1905	5,86,695	49,042	13,375	2·28	45	72·73
1906	5,86,791	65,121	25,707	4·38	60	60·52
1907	5,87,610	66,614	24,953	4·25	61	62·54

13 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 54·22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [13 (*b*)] except as follows :—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1894	17,000	...	...	...	...	...
1895	62,956	...	...	...	...	...
1896	14,91,727	...	...	...	...	...
1897	22,50,533	84,476	28,954	1·29	41	65·73
1898	23,18,496	1,02,945	31,782	1·37	36	69·12
1899	25,08,558	1,26,323	51,540	2·23	45	59·20
1900	23,09,481	1,49,153	59,540	2·58	53	60·09
1901	23,09,969	1,36,314	51,401	2·22	48	62·29
1902	23,58,240	1,31,104	53,751	2·28	46	59·00
1903	23,58,338	1,39,756	60,122	2·55	50	56·98
1904	23,27,281	1,41,030	56,721	2·44	50	59·78
1905	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	23,26,826	1,51,335	60,076	2·58	54	60·30
1907	23,26,953	2,14,652	1,02,785	4·42	76	52·12

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM**—*concld.*

13 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

This line is 46·21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [13 (*b*)] except as follows :—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be † supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.
† The proprietary States not having supplied the locomotives and rolling-stock a further deduction of 5 per cent. from gross earnings is made as hire for stock.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1892	7,89,792	...	...	...	...	...
1893	14,35,593	1,03,006	50,896	3·55	59	50·59
1894	14,99,605	1,55,556	61,152	4·08	65	60·68
1895	15,03,585	1,83,338	77,448	5·15	76	57·76
1896	15,29,265	1,97,116	84,238	5·51	82	57·26
1897	15,47,463	2,05,253	84,720	5·47	85	58·72
1898	15,78,017	1,78,941	76,057	4·82	74	57·50
1899	15,83,268	1,98,927	78,726	4·97	83	60·43
1900	15,74,082	2,02,718	86,214	5·48	84	57·47
1901	15,74,033	1,76,388	67,251	4·27	73	61·87
1902	15,78,583	1,44,317	54,485	3·45	60	62·25
1903	15,78,658	1,66,404	63,230	4·01	69	62·00
1904	15,78,655	1,88,439	69,248	4·39	78	63·25
1905	15,80,207	1,91,155	74,882	4·74	80	60·83
1906	15,82,472	1,83,261	65,653	4·15	76	64·18
1907	15,99,904	2,38,823	1,07,094	6·69	99	55·16

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) \& (b)}}$ **BURMA RAILWAYS SYSTEM—**

Chairman.—Colonel Alfred Glynn Begbie, R.E.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3⅜″ gauge)	1,340·15	72·95	1,413·10
(*b*) Burma railways extensions (3′ 3⅜″ gauge)	134·77	52·16	186·93
Total .	1,474·92	125·11	1,600·03

14 (*a*) Burma railways proper (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,340·15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81·60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331·29 miles; branches, 91·46 miles; (4) *Lashio branch* (Myohaung to Lashio), 177·84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110·96 miles. Of these 38·79 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72·95 miles were sanctioned for construction, *viz.*, (1) from Thamaing to Malagaon, 6·70 miles, and (2) from Neikban to Begayet, 66·25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio branch is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

rms of contracts—

The railways are worked under the following contracts :—

Contracts of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

21st March 1907 (between the Secretary of State and the Burma Railways Company) supplemental to the contract of 8th March 1897.

The general conditions of the contracts are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land provided by Government.

Currency of contracts.—Government may determine the contracts, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contracts on the 31st December 1926, or the 31st December 1931, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BURMA RAILWAYS SYSTEM—*contd.***

14(*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the following proportions :—

(*i*) $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company up to the date of issue of the debenture stock of £1,000,000 referred to in the contract of 21st March 1907, and

(*ii*) after the issue of the debenture stock—

(*a*) for the first five years, $\frac{11}{50}$ths to the Company and $\frac{39}{50}$ths to Government, and

(*b*) for the second five years, £45,000 or $\frac{11}{50}$ths, whichever is less, to the Company and the balance to Government,

(*iii*) in the event of the Company issuing, with the sanction of the Secretary of State, further debenture stock, the Company's share of surplus profits to be as follows, the balance belonging to Government :—

(*c*) for the first five years, $\frac{11}{50}$ths *plus* a sum in the ratio of $\frac{1}{50}$th of the surplus for £1,000,000 of the debenture stock, and

(*d*) for the second five years, £45,000 or the amount mentioned in (*c*), whichever is less.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open, and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1877	...	...	...	...	...	...	...	61	129·36
1878	...	...	...	...	...	...	...	115	93·03
1879	1,23,86,597	9,55,913	1,41,743	1·14	5,47,438	...	—4,05,695	114	85·17
1880	1,25,87,349	13,22,710	5,21,085	4·14	5,62,331	...	—41,246	158	60·60
1881	1,36,51,992	15,43,622	6,45,077	4·73	5,86,210	...	+58,867	184	58·21
1882	1,78,39,222	15,75,691	6,30,430	3·53	6,23,969	...	+6,461	188	59·99
1883	2,19,77,689	15,62,886	5,52,366	2·51	7,46,068	...	—1,93,702	187	64·66
1884	2,56,37,089	21,05,421	8,21,936	3·21	9,69,215	...	—1,47,279	181	60·96
1885	2,72,85,343	21,63,656	4,73,123	1·73	10,61,184	...	—5,88,061	143	78·13
1886	2,88,52,604	26,57,955	9,43,271	3·26	12,64,242	...	—3,20,971	156	64·51
1887	3,66,52,847	33,24,263	15,58,303	4·25	13,15,249	...	+2,43,054	192	53·12
1888	4,83,73,677	33,76,218	12,71,960	2·63	18,18,560	...	—5,46,600	171	62·33
1889	5,12,49,158	46,90,263	15,73,552	3·07	20,17,224	...	—4,43,672	169	66·45
1890	5,56,22,296	54,71,432	23,48,191	4·22	21,35,308	...	+2,12,883	210	57·08
1891	6,08,31,289	58,55,197	23,71,392	3·90	23,28,287	...	+43,105	199	59·50
1892	6,64,02,875	71,00,618	33,86,088	5·10	24,90,221	...	+8,95,867	237	52·31
1893	7,03,47,005	67,22,506	22,42,492	3·19	27,19,995	...	—4,77,503	178	66·64
1894	7,37,14,721	62,87,354	23,23,328	3·15	28,94,375	...	—5,71,047	164	63·05
1895	7,57,29,659	67,11,062	27,02,356	3·57	30,01,163	...	—2,98,807	169	59·73
1896	8,13,44,229	76,08,558	29,85,751	3·67	34,43,442	...	—4,57,691	167	60·76
1897	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	184	57·87
1899	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	195	55·62
1901	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,024	+5,09,624	197	58·02
1902	12,70,23,590	1,25,02,671	52,72,683	4·66	43,94,823	4,49,065	+4,28,795	203	57·33
1903	13,01,30,277	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	197	61·66
1904	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	216	56·49
1905	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,26,164	+7,22,250	225	62·74
1907	14,50,55,112	1,66,16,416	59,31,463	4·09	43,49,484	5,00,698	+10,81,281	238	64·30

14 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the extensions amounts to 134·77 miles, consisting of (1) Pegu-Moulmein section, 121·27 miles and (2) Henzada-Danbi section, 13·50 miles. The first section was sanctioned for construction in 1903 and the second section in 1904. Both were opened in 1907.

Besides the above, 52·16 miles, Danbi to Kyangin, were under construction.

Permanent-way.—The permanent-way consists of 50-lb. flat footed steel rails laid principally on pyinkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The lines are not yet fenced. Level crossings are provided with either gates or chains and posts.

* From 1st September 1896 to 31st December 1897.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 14}}{\text{Sub-head (a) and (b)}}$ **BURMA RAILWAYS SYSTEM**—*concld.*

14 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Danbi section is 1,432·5 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Terms of contract—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Funds allotted by Government. Land provided by the Secretary of State.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined, then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

(*a*) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ;

Note—(For the first twelve months after opening this expenditure is charged to capital.)

(*b*) the proportionate share of other working expenses as appearing in the general working expenses account, which is kept for the whole of the Company's system and in which the total expenditure, including a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings ;

(*c*) the contribution to the Provident Fund, which is contingent on the net earnings of the lines ;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.							Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open, and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1904 . . .	3,95,787	...	...	...	...	...	...	...	...
1905 . . .	66,58,481	...	...	...	...	...	...	...	...
1906 . . .	1,24,05,003	...	...	...	...	...	...	...	...
1907 . . .	1,64,71,233	1,68,518	70,441	0·43	2,67,896	...	—1,97,455	82	58·20

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 15.}}{\text{Sub-head (a)}}$ **DEOGHUR RAILWAY** (3′ 3⅜″ gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian railway, and is 4·79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract :—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of charge.

Terms of contract.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1883	2,73,331	19,639	6,242	2·28	79	68·00
1884	2,75,000	23,735	10,704	3·90	83	54·90
1885	2,75,000	23,987	9,908	3·60	88	58·69
1886	2,75,042	25,017	11,743	4·27	100	53·06
1887	2,75,043	24,532	12,108	4·40	98	50·64
1888	2,81,180	25,812	11,521	4·10	104	55·37
1889	2,82,876	28,533	12,695	4·49	115	55·51
1890	2,82,616	26,095	10,915	3·86	105	58·17
1891	2,82,752	31,165	15,429	5·46	125	50·49
1892	2,88,329	26,964	9,707	3·37	108	64·00
1893	2,87,364	37,809	19,103	6·65	152	49·47
1894	2,87,526	29,425	9,659	3·36	118	67·17
1895	2,88,086	33,611	15,308	5·31	130	54·46
1896	2,87,797	30,014	11,498	4·00	120	61·69
1897	2,87,942	30,320	11,152	3·87	122	63·22
1898	2,88,453	32,000	6,601	2·28	129	79·44
1899	2,87,525	33,262	6,678	2·32	134	79·92
1900	2,87,379	34,900	7,376	2·56	140	78·87
1901	2,85,265	48,293	18,616	6·53	194	61·45
1902	3,01,057	29,758	6,025	2·00	120	79·75
1903	3,01,057	40,458	10,622	3·53	162	73·75
1904	3,01,058	46,635	14,701	4·88	187	68·48
1905	3,00,558	45,397	13,582	4·52	182	70·08
1906	3,01,256	53,532	20,553	6·82	215	61·61
1907	2,97,054	56,506	15,849	5·34	227	71·95

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$ **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.

Secretary—Evan A. Jack, Esq.

Offices.—85, London Wall, London, E.C.

Lines comprising the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	77·50	8·52	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	8·50	...	8·50
Total	86·00	8·52	94·52

16 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—

Details of construction—

This line is 77·50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61·50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

16 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

There are, in addition, 8·52 miles under construction.

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plate of the Denham-Olpherts' type. The Talap branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000, twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Rs.	Rs.	Rs.		Rs.	Rs.		
1883 . .	22,22,253	48,220	—35,375	...	...	—35,375	...	
1884 . .	40,65,288	2,06,133	—68,406	...	54,550	—13,856	...	
1885 . .	49,46,729	2,57,335	—63,864	...	54,500	—9,364	...	
1886 . .	49,73,753	3,46,479	53,154	1·07	54,654	1,07,808	2·17	
1887 . .	53,32,605	4,04,928	1,02,540	1·92	1,00,000	2,02,540	3·80	
1888 . .	53,73,445	4,25,530	1,01,759	1·89	1,00,000	2,01,759	3·75	
1889 . .	55,18,750	4,64,018	1,25,147	2·27	1,00,000	2,25,147	4·08	
1890 . .	57,06,682	5,14,266	1,76,960	3·10	1,00,000	2,76,960	4·85	
1891 . .	67,05,474	4,98,682	1,70,526	2·54	1,00,000	2,70,526	4·03	
1892 . .	69,56,304	5,13,213	1,63,719	2·35	1,00,000	2,63,719	3·79	
1893 . .	71,70,562	5,12,098	1,52,972	2·13	1,00,000	2,52,972	3·53	
1894 . .	70,97,487	5,31,645	1,95,732	2·76	1,00,000	2,95,732	4·17	
1895 . .	74,02,729	6,01,142	2,69,543	3·64	1,00,000	3,69,543	4·99	
1896 . .	74,01,496	6,47,360	3,12,286	4·22	1,00,000	4,12,286	5·57	
1897 . .	74,20,119	7,74,189	2,64,750	3·57	1,00,000	3,64,750	4·92	
1898 . .	74,40,474	7,81,415	2,82,478	3·80	50,000	3,32,478	4·33	
1899 . .	74,56,183	8,59,414	4,49,688	6·03	37,978	4,87,666	6·54	The amount shown as subsidy received during 1899 was due for a previous period.
1900 . .	77,14,349	9,00,847	4,62,381	5·99	...	4,62,381	5·99	
1901 . .	82,00,747	9,28,578	4,73,307	5·77	...	4,73,307	5·77	
1902 . .	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01	
1903 . .	82,32,530	9,16,777	4,57,974	5·56	...	4,57,974	5·56	
1904 . .	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84	
1905 . .	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	
1906 . .	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63	
1907 . .	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	

TABLE II.

Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)
Rs.	
52	171·70
67	131·61
62	123·03
81	80·65
94	74·68
105	76·09
114	73·03
127	65·59
123	65·80
127	68·10
127	70·13
132	63·18
149	55·16
161	51·76
192	68·12
194	63·85
213	47·68
224	48·67
230	49·03
211	51·73
227	50·05
235	55·58
237	54·73
250	59·47
258	62·39

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8·50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5·50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract:—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

Table I					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1897	11,46,240	45,871	8,024	0·70	88	82·51
1898	12,00,698	55,313	3,752	0·31	142	93·22
1899	12,83,416	63,084	22,053	1·72	162	65·04
1900	12,84,375	65,724	17,981	1·40	169	72·64
1901	16,30,162	70,293	11,145	0·68	123	84·15
1902	16,53,446	58,259	437	0·03	102	99·25
1903	16,62,082	59,077	−8,208	...	103	113·89
1904	16,62,088	56,108	13,158	0·79	120	76·55
1905	16,78,156	59,439	27,210	1·62	127	54·22
1906	16,83,031	65,115	25,052	1·49	139	61·52
1907	16,94,069	60,036	22,762	1·34	128	62·09

Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ to } (d)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	463·89	61·32	525·21
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	·245 35	135·68	381 03
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) *Mirpur Khas-Jhudo* (3′ 3⅜″ gauge)	...	48 00	48 00
Total	833·22	245 00	1,078·22

17 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the section is 463·89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

There were, in addition, 61·32 miles under construction.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

17 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The line is laid with 36-lb., 41¼-lb. and 50-lb. flat-footed steel rails There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th July 1889, 30th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for constructing and working the line.

The general conditions of the contracts are as follows :—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1883	4,99,866	40,361	23,110	4·62	42	42·74
1884	8,09,095	64,262	31,748	3·92	39	50·59
1885	15,40,335	1,70,691	1,12,505	7·30	54	34·30
1886	21,22,593	2,05,728	1,33,318	6·23	62	35·20
1887	22,81,433	3,18,703	1,91,677	8·40	55	39·86
1888	22,80,006	3,60,803	1,91,558	8·40	56	46·91
1889	22,73,978	3,59,358	1,92,258	8·45	56	46·50
1890	22,7[illegible],338	3,70,825	1,96,192	8·63	58	47·09
1891	41,87,110	6,12,839	3,34,364	7·99	66	45·44
1892	60,59,552	9,46,980	5,28,941	8·73	74	44·14
1893	64,74,611	8,31,765	4,33,895	6·70	52	47·83
1894	64,49,374	10,81,156	6,69,373	10·38	65	38·09
1895	64,82,934	9,74,733	5,69,246	8·85	58	41·60
1896	64,78,328	11,64,465	7,38,273	11·40	70	36·60
1897	74,90,176	11,22,658	7,44,799	9·94	67	33·66
1898	1,00,85,594	12,22,726	7,20,956	7·25	73	42·22
1899	1,13,42,183	19,09,097	11,66,844	10·29	102	38·88
1900	1,14,28,508	16,28,478	9,07,480	7·94	81	44·27
1901	1,17,24,896	15,67,073	7,14,826	6·10	66	54·39
1902	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906	1,22,77,615	20,91,368	12,23,531	9·97	87	41·50
1907	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59

17 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Details of construction—

The section is 245·35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902. Besides these 135·68 miles were under construction.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 17 (*a*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 17 / Sub-heads (*a*) to (*d*) **. JODHPUR-BIKANER RAILWAY SYSTEM—*concld.***

17 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) line partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1890	4,15,590	...	...	...	...	...
1891	14,32,706	5,139	2,724	0·19	36	46·99
1892	9,48,622	76,547	24,904	2·63	34	67·47
1893	9,65,771	66,725	25,735	2·66	30	61·43
1894	9,69,407	80,274	40,447	4·17	35	49·61
1895	9,71,084	86,539	45,096	4·64	38	47·89
1896	9,73,294	1,20,727	75,382	7·75	53	37·56
1897	9,73,473	1,17,010	65,504	6·73	52	44·02
1898	23,14,152	1,37,472	77,616	3·35	31	43·54
1899	28,61,917	1,74,539	1,04,344	3·65	37	40·22
1900	32,60,432	1,92,358	1,04,962	3·22	43	45·43
1901	48,93,535	2,46,875	1,05,697	2·16	30	57·18
1902	52,49,339	3,22,022	1,42,580	2·72	30	55·72
1903	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	50,93,549	7,23,901	4,05,677	7·96	57	43·96
1905	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	55,15,481	8,82,608	3,38,372	6·13	69	61·66

17 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. and 41¼-lb. flat-footed steel rails on deodar and Denham-Olpherts' cast-iron sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R. T., dated the 6th March 1909, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Remarks. (8)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	2,31,401	...	...	...	5,356	—5,356	The figures of capital outlay in 1900 include the outlay on the Hyderabad-Rahoki section.	...	...
1892	16,31,818	33,206	—1,949	...	59,649	—61,598		29	105·87
1893	16,61,091	1,30,817	16,471	0·99	65,767	—49,296		43	87·41
1894	17,27,619	1,45,222	36,062	2·08	68,940	—32,878		47	75·17
1895	17,74,095	1,68,139	46,609	2·63	71,080	—24,471		55	72·28
1896	18,00,799	1,87,503	64,376	3·57	71,420	—7,044		61	65·67
1897	18,37,796	2,05,182	59,413	3·23	73,552	—14,139		67	71·04
1898	20,19,772	2,22,647	70,159	3·47	77,553	—7,394	The gain to the State in 1901 was due to the completion of the line which was previously only partially open.	73	68·49
1899	33,48,948	2,25,242	88,463	2·64	1,07,380	—18,917		74	60·73
1900	41,71,400	1,93,211	65,933	1·10	1,78,984	—1,13,051		65	65·93
1901	38,81,861	4,24,307	1,73,567	4·47	1,52,429	+21,138		66	59·09
1902	40,45,972	5,04,008	2,18,814	5·41	1,59,771	+59,043		78	56·59
1903	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200		91	55·08
1904	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161		101	46·82
1905	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380		112	49·03
1906	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160		138	42·57
1907	40,23,073	8,05,017	3,57,918	8·90	1,48,490	+2,09,428		125	55·54

17 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″gauge)—

The line will be 48 miles long. Its construction by a private company was sanctioned in 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 18}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The 2′ 6″ gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2′ 6″ gauge.

Details of construction—

The line is 94·64 miles long, divided into the 3′ 3⅜″ gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2′ 6″ gauge section (Vankaner to Morvi and a quarry siding), 20·70 miles. The construction of the 3′ 3⅜″ gauge section was sanctioned in 1902 and this section was opened in 1905. The construction of the 2′ 6″ gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated) trap.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1886	6,88,671	34,822	Not available.	...	30	103·28
1887	11,06,500	1,29,407	16,994	1·54	39	86·87
1888	11,77,842	1,62,087	21,984	1·87	46	86·44
1889	12,46,800	1,77 321	56,727	4·55	50	68·01
1890	20,25,863	2,95,227	87,550	4·32	60	70·34
1891	20,55,599	3,09,419	1,08,617	5·28	63	64·90
1892	24,04,519	3,09,171	1,30,370	6·19	63	57·83
1893	21,57,365	3,22,818	1,45,732	6·76	66	54·86
1894	22,23,526	3,20,348	1,42,667	6·42	65	55·46
1895	23,99,396	3,69,972	2,00,127	8·34	75	45·91
1896	23,82,315	3,86,883	1,81,621	7·62	79	53·06
1897	24,76,757	4,27·483	2,11,642	8·55	87	50·49
1898	24,79,448	3,76,220	1,63,990	6·61	77	56·41
1899	25,06,414	4,20,486	1,70,053	6·78	86	59·56
1900	27,28,115	4,23,308	1,58,794	5·82	87	62·49
1901	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903	27,88,452	2,98,066	1,44,749	5·19	61	51·44
1904	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	45,73,550	4,11,791	2,55,762	5·59	85	37·89

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Sir Charles Turner, K.C.I.E.
Managing Director—Alexr. Izat, Esq., C.I.E., M.I.C.E.
Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprising the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	170·87	31·12	201·99
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	...	237·04
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	447·41	31·12	478·53

Running powers—

Home line over foreign lines—

	Miles.
Bhojeepura to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains	12·00

Foreign line over home line—

Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains	3·40

19 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Rohilkund and Kumaon railway proper is 170·87 miles, made up of (1) main line, Bhojeepura to Kathgodam, 53·92 miles, (2) the Bareilly-Kasganj section, 63·95 miles and (3) Lalkua to Ramnagar, 53 miles.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY—*contd.*

19 (a) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Details of construction—*concld.*

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There were 31·12 miles under construction.

Permanent-way.—The permanent-way consists of 50-lb. steel rails on sâl, Australian and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows :—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

19 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting from the gross earnings the working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (*i*) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (*ii*) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (*iii*) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (*i*) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1884 .	19,40,266	36,543	1,734	0·09	...	1,734	0·09		51	95·16
1885 .	21,71,124	2,38,572	40,153	1·85	40,000	80,153	3·69		68	66·40
1886 .	22,52,962	3,00,191	83,832	3·72	40,000	1,23,832	5·50		86	58·75
1887 .	22,91,619	3,19,274	76,800	3·35	40,000	1,16,800	5·10		92	63·42
1888 .	23,40,100	3,34,092	1,02,120	4·36	40,000	1,42,120	6·07		96	57·46
1889 .	23,96,624	3,72,270	1,20,135	5·01	40,000	1,60,135	6·69		107	56·98
1890 .	20,37,223	3,14,834	1,11,003	5·45	40,000	1,51,003	7·41		90	52·04
1891 .	20,49,458	3,85,084	1,33,440	5·62	20,000	1,53,440	7·49		112	58·22
1892 .	20,58,575	5,20,567	1,57,780	6·82	40,000	1,97,780	9·61		127	54·17
1893 .	20,82,280	4,25,909	1,43,180	6·17	40,000	1,83,180	8·80		124	56·78
1894 .	20,80,440	4,59,315	1,75,191	7·16	40,000	2,15,191	10·34		134	52·91
1895 .	20,78,251	4,04,504	1,52,973	7·36	...	1,52,973	7·36		118	62·18
1896 .	20,79,863	4,26,905	1,54,595	7·43	...	1,54,595	7·43		125	63·79
1897 .	21,20,428	4,23,720	1,73,184	8·17	...	1,73,184	8·17	The decrease in	124	59·33
1898 .	21,42,552	4,62,308	2,21,899	10·36	...	2,21,899	10·36	net earnings in	135	52·24
1899 .	21,48,313	4,65,623	2,34,020	10·89	...	2,34,020	10·89	1905 is due to	136	49·74
1900 .	21,53,125	4,37,572	2,28,048	10·59	...	2,28,048	10·59	the heavy outlay on relaying	156	48·64
1901 .	22,09,423	3,84,314	2,09,896	9·50	...	2,09,896	9·50	the main line	112	45·33
1902 .	23,36,911	4,10,626	2,18,317	9·34	...	2,18,317	9·34	and in 1906 to	146	46·83
1903 .	25,89,790	4,13,147	2,20,405	8·51	...	2,20,405	8·51	the net earnings	121	46·65
1904 .	43,55,575	4,18,787	2,24,403	5·15	...	2,24,403	5·15	of the Bareilly-	122	46·41
1905 .	93,34,589	4,40,664	1,54,126	1·65	...	1,54,126	1·65	Soron extension	128	65·02
1906 .	1,16,53,319	8,03,607	1,79,124	1·54	...	1,79,124	1·54	having been credited to capital.	124	54·56
1907 .	1,28,55,065	10,67,928	5,69,506	4·43	...	5,69,506	4·43		158	67·46

19 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Details of construction:—

The open mileage is 237·04 miles, and is divided into main line (Lucknow to Bareilly), 198·55 miles and branches 38·49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

Permanent-way.—The permanent-way consists of 41¼-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

19 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 19 (*a*).

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Bareilly-Pilibhit, 3′ 3⅜″. Earnings per mile per week.	Bareilly-Pilibhit, 3′ 3⅜″. Proportion of expenses to earnings.	Lucknow-Sitapur-Seramau, 3′ 3⅜″. Earnings per mile per week.	Lucknow-Sitapur-Seramau, 3′ 3⅜″. Proportion of expenses to earnings.	Lucknow-Bareilly 3′ 3⅜″. Earnings per mile per week.	Lucknow-Bareilly 3′ 3⅜″. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1883	4,84,915	...	...	...	11,192	...	−11,192	...	...	...	...	...	...
1884	13,43,699	10,239	839	0·06	36,572	...	−35,733	32	91·81	...	...	...	...
1885	25,45,567	82,827	17,243	0·68	53,247	...	−36,004	44	83·79	...	...	...	...
1886	42,16,146	1,15,296	28,729	0·68	1,48,570	...	−1,19,841	53	77·46	45	76·29	...	...
1887	52,24,221	2,92,470	67,924	1·30	1,85,046	...	−1,17,122	52	71·47	46	73·49	...	...
1888	52,82,870	3,52,327	99,031	1·87	2,03,503	...	−1,04,472	50	70·31	47	70·81	...	...
1889	54,59,585	4,28,731	1,47,868	2·70	2,16,189	...	−68,321	59	66·45	59	65·10	...	...
1890	65,33,824	4,56,738	1,32,338	2·02	2,30,699	...	−98,361	64	66·08	62	72·78	...	...
1891	79,17,846	4,95,068	1,73,011	2·19	2,72,065	...	−99,054	...	...	...	...	56	65·05
1892	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	−43,686	...	...	...	...	66	59·72
1893	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	−56,724	...	...	...	...	67	62·29
1894	85,93,058	9,72,269	4,48,218	5·22	3,45,323	1,152	+1,01,743	...	...	...	...	87	59·25
1895	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	−59,314	...	...	...	...	74	61·90
1896	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	−60,229		...	...	...	75	63·32
1897	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	−37,344	...	...	...	...	69	50·42
1898	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	...	...	...	...	94	51·62
1899	94,97,485	12,72,160	6,33,355	6·63	3,65,537	1,25,610	+ 1,42,178	...	...	...	...	114	50·31
1900	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	...	...	...	...	107	48·72
1901	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	...	...	...	...	123	44·76
1902	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	...	...	...	...	132	47·05
1903	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	...	...	...	...	126	46·65
1904	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	...	...	...	...	133	46·68
1905	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	...	...	...	...	138	46·95
1906	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	...	...	...	...	148	49·45
1907	1,24,59,395	16,97,182	9,07,863	6·70	4,40,235	73,229	+ 3,94,399	...	...	...	...	149	46·51

19 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Mailani, is 39·50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 25 lbs to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—Land.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number. $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

19 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working.—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	8,41,038	66,862	20,059	2·39	33	70·00
1902	8,93,456	75,675	22,521	2·52	37	70·24
1903	8,94,619	71,815	28,482	3·18	35	60·34
1904	8,94,751	78,015	30,937	3·46	38	60·34
1905	8,94,751	92,614	36,707	4·10	45	60·37
1906	8,94,751	99,566	39,491	4·41	48	60·34
1907	8,94,751	87,302	34,626	3·87	42	60·34

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M. P.

Managing Director.—Major-General J. Shaw-Stewart, R.E.

Offices.—55, Grace Church Street, London, E. C.

Lines comprising the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (3′ 3⅜″ gauge)	1,129·85	13·88	1,143·73
(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*c*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*d*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·48	...	50·48
(*f*) Tinnevelly-Quilon (Travancore) (Native state section) (3′ 3⅜″ gauge)	57·98	...	57·98
Total	1,364·17	13·88	1,378·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

20 (*a*) South Indian railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the South Indian railway proper is 1,129·85 miles. This may be divided into (1) *Madras-Tuticorin section,* main line (Madras to Tuticorin), 446·80 miles; branches, 319·77 miles: (2) *Villupuram-Dharmavaram section,* main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there were 13·88 miles under construction or sanctioned for construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham-Olpherts' cast iron, and wooden.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—With the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations, the line is fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows :—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

	£
* Company's stock at date of purchase ...	3,208,280
Premium	989,277
	4,197,557

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 20 / Sub-heads (*a*) to (*f*). **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

20(*a*) South Indian railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I [INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY (BRITISH AND NATIVE STATE SECTIONS) UP TO 1904].								TABLE II (INCLUDING THE PONDICHERRY RAILWAY UP TO 1904).					
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.			Rs.	
1879	4,41,96,588	32,62,067	10,63,253	2·40	20,95,206	...	−10,31,953	1861	77	47·45	1887	148	68·20
1880	4,46,77,075	35,59,593	9,30,017	2·08	21,28,643	...	−11,98,626	1862	61	44·43	1888	159	68·98
1881	4,52,22,730	37,55,688	12,37,726	2·73	21,30,568	...	−8,92,842	1863	74	44·60	1889	167	70·11
1882	4,53,69,280	37,58,714	14,02,328	3·09	21,40,871	...	−7,38,543	1864	69	57·55	1890	181	57·50
1883	4,53,97,614	38,69,668	13,22,334	2·91	21,46,579	...	−8,24,245	1865	79	49·53	1891	154	65·47
1884	4,67,51,662	41,89,049	14,92,491	3·19	25,40,471	...	−10,47,980	1866	106	49·28	1892	137	63·01
1885	4,93,74,900	45,60,126	15,81,714	3·20	27,02,145	...	−11,20,431	1867	86	49·66	1893	149	61·25
1886	5,15,40,172	49,20,176	14,75,914	2·86	29,80,496	...	−15,04,582	1868	90	48·64	1894	148	58·99
1887	5,40,64,399	51,79,324	15,86,729	2·89	31,25,720	...	−15,38,991	1869	84	64·44	1895	165	56·13
1888	5,57,91,978	56,58,683	16,31,692	2·92	33,80,057	...	−17,48,365	1870	84	62·10	1896	165	54·89
1889	6,25,01,638	59,39,378	17,63,111	2·82	35,29,935	...	−17,66,824	1871	84	55·61	1897	170	53·01
1890	7,27,15,194	64,25,510	26,67,305	3·66	35,19,564	1,43,341	−9,95,600	1872	87	56·87	1898	157	54·50
1891	7,72,11,805	70,36,756	23,58,724	3·05	35,89,736	...	−12,31,012	1873	120	49·99	1899	159	52·41
1892	7,82,83,761	77,14,996	27,77,005	3·55	39,51,093	...	−11,74,088	1874	101	60·81	1900	166	50·27
1893	7,63,31,043	80,92,415	30,34,332	3·98	38,58,152	...	−8,23,820	1875	96	48·16	1901	188	46·17
1894	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,059	−11,53,006	1876	90	53·27	1902	189	45·60
1895	7,68,38,604	89,14,947	38,26,987	5·07	42,77,573	2,60,599	−6,41,190	1877	107	50·88	1903	203	39·99
1896	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	−3,19,344	1878	102	66·65	1904	214	44·35
1897	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+ 82,823	1879	105	68·38	1905	221	49·51
1898	7,45,26,344	84,67,581	38,35,527	5·15	37,49,521	2,66,004	−1,79,998	1880	106	73·87	1906	227	55·61
											1907	240	49·22
1899	7,54,25,280	84,74,462	39,83,540	5·28	36,39,891	3,01,776	+ 41,873	1881	109	67·04			
1900	7,77,90,997	89,04,825	43,97,916	5·65	36,77,879	3,68,699	+3,51,338	1882	109	62·69			
1901	8,54,42,411	1,01,44,657	54,15,176	6·34	37,23,736	5,43,890	+11,47,550	1883	112	65·83			
1902	9,25,79,064	1,05,98,282	57,14,254	6·17	39,64,367	5,01,763	+12,48,124	1884	122	64·18			
1903	9,71,09,682	1,23,82,517	73,77,644	7·60	40,28,068	7,89,547	+25,60,029	1885	132	65·12			
1904	10,01,55,636	1,28,18,085	71,16,981	7·11	45,90 992	7,16,725	+18,09,264	1886	143	69·78			
1905	8,62,95,191	1,29,34,476	65,77,330	7·62	27,08,867	6,[illegible]0,603	+32,37,860						
1906	8,91,97,605	1,32,75,295	58,92,976	6·62	27,89,511	4 94 281	+26,09,184						
1907	9,06,35,408	1,41,19,421	71,69,813	7·91	28,45,583	6,71,818	+ 36,52,412						

[Note —With effect from the 1st January 1908 the Jalarpet-Mangalore section of the Madras railway and its branches were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their metre gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section.]

20 (*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14·65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transvers sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$ **. SOUTH INDIAN RAILWAY SYSTEM—***contd.*

20(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	4,759	...	...	...	...	...
1896	59,009	...	...	...	...	...
1897	5,93,082	...	...	...	...	...
1898	7,21,665	19,733	7,855	1·09	27	60·19
1899	7,25,344	27,685	9,037	1·25	37	67·36
1900	7,29,715	24,608	9,478	1·30	32	61·48
1901	7,23,786	30,450	13,314	1·84	40	56·28
1902	7,23,786	32,736	14,619	2·02	43	55·34
1903	7,23,786	38,933	19,864	2·74	51	48·98
1904	7,23,786	36,945	—29,432	...	48	179·66
1905	7,23,786	36,922	4,406	0·61	48	88·07
1906	7,23,786	39,035	—4,420	...	51	111·32
1907	7,23,786	41,108	9,408	1·30	54	77·11

20(*c*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7·85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

20 (*c*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1879 to 1889	Rs. Information	Rs. not available.	Rs.		Rs.	
1890	5,68,543	...	...	...		
1891	5,68,543	20,106	20,107	3·54		
1892	5,68,543	15,341	15,341	2·70		
1893	5,68,543	18,014	18,014	3·17		
1894	5,68,543	27,958	18,425	3·24		
1895	5,68,543	50,328	22,711	3·99		
1896	5,68,543	39,681	17,776	3·13		
1897	5,68,543	36,592	17,169	3·02	Included with Indian railway	the South proper.
1898	5,68,543	31,830	14,394	2·53		
1899	5,68,543	45,305	21,627	3·80		
1900	5,68,543	59,583	23,193	4·08		
1901	5,68,543	60,174	32,366	5·69		
1902	5,68,543	70,478	37,960	6·68		
1903	5,68,543	73,416	44,258	7·78		
1904	5,68,543	60,119	33,662	5·92		
1905	5,68,543	58,414	29,827	5·23	143	48·94
1906	5,68,543	55,026	24,536	4·32	135	55·41
1907	5,68,543	66,210	33,966	5·97	162	48·70

20 (*d*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway, or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch, is 103·36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent-way.—The line is laid with first class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sâl, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract :—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

20 (*d*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1890	61,509	...	...	...	1,230	—1,230	...	...
1891	4,82,149	...	...	...	10,873	—10,873	...	...
1892	13,84,423	...	...	...	37,331	—37,331	...	...
1893	21,62,957	...	...	...	70,947	—70,947	...	...
1894	23,79,123	1,63,460	62,942	2·65	1,00,701	—37,759	103	61·50
1895	24,47,438	2,42,024	93,669	3 83	95,700	—2,031	86	61·30
1896	24,49,680	2,47,772	99,361	4·06	97,861	+1,500	88	59·90
1897	24,91,854	2,66,081	1,11,496	4·47	99,159	+12,337	95	58·10
1898	24,94,905	2,46,199	77,627	3·11	99,843	—22,216	88	68·47
1899	24,97,355	2,42,061	96,798	3·88	99,845	—3,047	86	60·01
1900	26,50,776	2,32,280	97,782	3·69	1,02,734	—4,952	83	32·02
1901	32,17,511	2,90,637	1,35,765	4·22	1,38,841	—3,076	103	53·29
1902	38,18,202	3,08,879	1,46,764	3·84	1,91,711	—44,947	103	52·48
1903	45,70,190	3,90,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904	46,32,763	5,24,490	2,61,364	5·64	2,25,868	+35,496	101	50·17
1905	47,33,090	5,86,680	2,65,302	5·61	2,42,754	+22,548	113	54·78
1906	47,98,375	6,01,066	2,32,833	4·85	2,34,646	—1,813	116	61·26
1907	47,86,554	6,33,181	2,86,169	5·98	2,07,676	+78,493	118	54·80

20 (*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line is 50·48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot-sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-head (a) to (f)}}$ **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

20 (*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	TABLE I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (2) and (3).		Interest charges.		Gain or loss *pertaining to each calendar year.*			TABLE II. (Including the Native State section.)	
										British section.				
	British section.	Native State section.		British section.	Native State section.	British section.	Native State section.	British section.	Native State section.	South Indian Railway Company.	State.	Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	Included with the South Indian railway proper					...	...	...	...	...	...	...	81	44·84
1903													101	41·18
1904													85	51·04
1905	43,40,925	1,17,84,077	4,86,757	68,344	1,80,963	1·57	1·54	1,49,273	3,99,750	—13,234	—67,695	—2,18,787	86	48·78
1906	43,62,235	1,18,26,747	4,97,643	61,824	1,60,655	1·42	1·36	1,49,700	3,98,925	—13,939	—73,937	—2,38,270	88	55·29
1907	43,86,635	1,18,07,091	5,97,098	84,209	2,20,652	1·92	1·87	1,50,301	3,98,773	—10,269	—55,823	—1,78,121	106	48·94

20 (*f*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)—

Details of construction—

The Native State section is 57·98 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [20 (*e*)].

Statistics of working—

See under British section [20 (*e*)].

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, S. W.

Lines comprising the system.—The Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Southern Mahratta railway (3′ 3⅜″ gauge)	1,042·91	...	1,042·91
(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)	33·35	...	33·35
(*c*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*d*) Guntakal-Mysore frontier railway (3′ 3⅜″ gauge)	119·50	...	119·50
(*e*) Hindupur (Yeswantpur-Mysore frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*f*) Hospet-Kottur railway (3′ 3⅜″ gauge)	48·03	...	48·03
(*g*) Kolhapur railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*i*) Mysore section (Southern Mahratta) (3′ 3⅜″ gauge)	296·22	...	296·22
(*j*) Sangli railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10	...	51·10
(*l*) *Bezwada-Masulipatam railway (3′ 3⅜″ gauge).*	...	49·47	49·47
(*m*) *Dhone-Kurnool railway (3′ 3⅜″ gauge).*	...	32·00	32·00
Total	1,730·35	81·47	1,811·82

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

Running powers—

Home line over foreign line—

Tadepalli to Bezwada, Madras railway (North-East line) for passenger and goods trains . . . . . 2·97

21 (*a*) Southern Mahratta railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Southern Mahratta railway proper is 1,042·91 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509·97 miles, and (2) branches, 532·94 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent-way.—The rails in use are of 41¼-lb., 50-lb. and 62-lb. flat-footed steel. The sleepers are teak, jamba and steel trough.

Ballast.—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts:—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows:—

Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

Terms of contract.—The contract provides that the Company raise £5,000,000, and that any further money required shall be supplied by the Secretary of State.

Currency of contract.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

NOTE.—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1908.

Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

Terms of working.—Up to the 31st December 1890 after deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$ **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*a*) Southern Mahratta railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1884	2,77,07,721	2,13,059	—18,131	...	14,77,196	...	—14,95,327	50	108·51
1885	3,63,00,076	8,66,226	1,40,238	0·38	19,81,340	...	—18,41,102	63	83·80
1886	6,15,07,620	16,34,918	4,88,392	0·79	26,43,220	...	—21,54,828	92	69·83
1887	7,87,73,165	30,32,417	10,03,624	1·27	34,64,086	38,021	—24,98,483	87	66·01
1888	8,68,84,288	38,38,616	8,85,493	1·01	31,89,505	...	—23,04,012	86	75·70
1889	9,18,52,138	40,31,604	9,61,618	1·04	32,91,520	36,381	—23,66,283	88	76·15
1890	9,32,85,016	44,71,095	9,14,664	0·98	31,39,444	19,618	—22,44,398	85	79·19
1891	9,42,66,041	47,60,567	16,29,919	1·72	35,89,851	4,03,553	—23,63,485	88	65·76
1892	9,61,10,671	44,33,107	13,47,999	1·40	31,85,511	3,43,637	—21,81,149	82	68·69
1893	9,45,71,662	57,29,918	23,16,567	2·45	35,42,479	5,78,524	—18,04,436	106	59·60
1894	9,51,44,496	58,50,542	20,18,567	2·12	45,87,598	5,03,451	—30,72,482	108	65·44
1895	9,56,02,591	64,68,011	25,88,948	2·71	46,80,290	6,45,833	—27,37,175	119	59·65
1896	9,60,94,788	67,12,230	29,11,959	3·03	44,45,740	7,27,014	—22,60,795	124	56·59
1897	9,67,12,838	64,92,310	27,82,625	2·88	42,62,886	6,94,802	—21,75,063	119	56·96
1898	9,74,67,550	50,61,871	15,02,414	1·54	41,10,275	3,73,880	—29,81,741	93	70·32
1899	9,78,60,569	58,70,616	18,95,002	1·94	40,10,557	4,75,789	—25,91,344	108	67·72
1900	9,82,62,274	64,66,526	22,83,366	2·32	40,02,119	5,70,022	—22,88,775	119	64·69
1901	9,84,64,118	58,29,471	17,31,134	1·75	40,42,851	4,32,740	—27,44,457	107	70·30
1902	9,85,13,731	64,59,686	23,09,903	2·34	40,79,645	5,81,018	—23,50,755	119	64·24
1903	9,88,51,177	66,72,302	25,50,721	2·58	40,94,983	6,37,209	—21,81,471	123	61·77
1904	9,91,33,895	73,48,458	26,97,722	2·72	41,08,930	6,75,478	—20,86,686	135	63·29
1905	10,13,29,322	76,67,700	30,16,473	2·98	41,37,632	7,54,629	—18,75,788	141	60·66
1906	10,16,96,345	82,82,914	33,10,570	3·26	42,08,005	8,27,602	—17,25,037	152	60·03
1907	10,28,68,876	90,38,368	36,41,576	3·54	40,62,881	9,09,541	—13,30,846	166	59·71

[Note.—With effect from the 1st January 1908 the Southern Mahratta Railway Company took over the existing Madras railway system (with the exception of the Jalarpet-Mangalore section and its branches) and the Katpadi-Dharmavaram and Pakala-Gudur sections of the South Indian railway, the enlarged Company being styled the Madras and Southern Mahratta Railway Company. As, however, the contract of the Southern Mahratta Railway Company does not fall in till 30th June 1908 the lines taken over will be worked as State lines up to that date.]

21(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

Details of construction—

The line is 33·35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent-way.—The permanent-way consists chiefly of flat-footed steel rails, weighing between 41¼ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast.—The ballast consists of broken stone, sand and moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 20th December 1904.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of Government.

Currency of agreement.—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working.—Actual cost with a lump sum charge of 11⅕ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 21 / Sub-heads (*a*) to (*m*). **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

21(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs	
1905	7,70,179	17,040	−2,864	...	14,102	−16,966	19	116·81
1906	7,78,473	37,9 8	2,535	0·33	26,771	−24,236	23	93 32
1907	7,77,619	41,057	6,014	0 77	24,899	−18,885	24	88 35

21 (*c*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 37·92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract :—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,90,226	...	...	...	...	...
1897	6,27,263	...	...	...	...	...
1898	15,70,079	...	...	...	...	...
1899	20,85,475	6,186	1,881	0·09	37	69·59
1900	22,94,457	66,227	24,219	1·06	34	63·43
1901	24,01,338	62,058	16,993	0·71	31	72·62
1902	24,05,667	64,606	23,367	0·97	33	63·83
1903	24,07,802	61,520	24,206	1·01	31	60·65
1904	24,06,391	68,224	24,628	1·02	35	63·90
1905	23,93,543	80,672	31,102	1·30	41	61·45
1906	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	23,94,973	1,36,926	57,150	2·39	69	58·26

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads } (a) \text{ to } (m)}$. SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

21(*d*) Guntakal-Mysore frontier railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 119·50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Guntakal-Mysore frontier railway is worked under the following contract:—

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of Government.

Currency of contract.—The same as in the case of the Southern Mahratta railway.

Power of Company to surrender contract.—The same as in the case of the Southern Mahratta railway.

Terms of working.—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1893	58,39,606	1,97,374	78,955	1·35	4,67,933	—3,88,978	38	60·00
1894	58,58,414	3,68,951	1,27,874	2·18	2,34,529	—1,06,655	59	65·34
1895	58,71,739	4,39,329	1,81,657	3·09	2,34,639	—52,982	71	58·65
1896	59,00,158	4,80,992	2,10,690	3·57	2,35,666	—24,976	77	56·20
1897	59,02,498	6,38,278	2,75,983	4·68	2,36,000	+39,983	103	56·76
1898	58,98,866	4,25,702	1,32,471	2·25	2,36,026	—1,03,555	69	68·88
1899	58,98,608	3,84,829	1,28,459	2·18	2,35,996	—1,07,537	62	66·62
1900	59,00,046	4,36,116	1,57,837	2·68	2,35,960	—78,123	70	63·81
1901	59,02,583	4,47,313	1,36,659	2·32	2,36,115	—99,456	72	69·45
1902	59,04,714	4,73,972	1,74,320	2·95	2,36,107	—61,787	76	63·22
1903	59,07,192	4,96,481	1,97,075	3·34	2,36,227	—39,152	80	60·31
1904	59,14,170	7,54,378	2,73,879	4·63	2,36,372	+37,507	121	63·69
1905	59,21,993	8,07,874	3,34,829	5·65	2,36,752	+98,077	130	58·55
1906	59,24,987	8,81,386	3,61,350	6·10	2,36,895	+1,24,455	142	59·00
1907	59,29,249	7,90,009	3,44,217	5·81	1,78,711	+1,65,506	127	56·43

21(*e*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 51·35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract.—See under Birur-Shimoga railway, 21 (*c*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21 (*e*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1892	24,41,741	...	...	...	...	...
1893	24,46,186	57,635	22,708	0·93	38	60·60
1894	24,34,999	1,61,704	56,504	2·32	61	65·06
1895	24,19,698	1,92,159	79,886	3·30	72	58·43
1896	23,94,762	2,23,800	99,592	4·16	84	55·50
1897	24,79,210	2,69,527	1,18,358	4·77	101	56·09
1898	24,98,316	1,80,081	56,430	2·26	67	68·66
1899	24,98,162	1,49,363	50,528	2·02	56	66·17
1900	24,98,047	1,88,183	67,135	2·69	70	64·32
1901	24,94,729	1,97,798	60,724	2·43	74	69·30
1902	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	24,88,944	3,73,993	1,54,872	6·22	140	58·59
1906	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	25,00,014	3,53,710	1,55,486	6·22	132	56·04

21(*f*) Hospet-Kottur railway (3′ 3⅜″ gauge)—

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 21 (*b*).

Details of construction—

The line is 48·03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on pine, jamba and teak sleepers.

Ballast.—The line is being ballasted with gravel, stone and sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 21 (*b*).

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	13,81,630	29,230	—6,975	...	48,242	—55,217	17	123·86
1906	14,65,516	51,892	2,508	0·17	52,442	—49,934	23	95·17
1907	15,13,925	44,303	—5,280	...	46,283	—51,563	18	111·92

21(*g*) Kolhapur railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

21 (*g*) Kolhapur railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The Kolhapur railway is worked under the following contract:—

Contract of—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contract.—The contract may be terminated by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

Table I: Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II: Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1889	13,59,602	...	..	...	...	...
1890	21,37,699	...	...	...	...	...
1891	23,16,183	58,381	20,866	0·90	60	64·26
1892	23,81,946	90,293	29,182	1·23	55	67·72
1893	23,21,687	1,88,096	49,991	2·15	78	57·67
1894	23,05,817	1,23,300	43,632	1·89	82	64·64
1895	23,69,206	1,21,147	51,006	2·15	80	57·90
1896	23,05,912	1,21,655	54,305	2·35	80	55·36
1897	23,24,837	94,630	41,981	1·80	63	55·34
1898	23,24,807	78,271	24,201	1·04	52	69·08
1899	23,24,807	99,195	33,986	1·46	66	65·74
1900	23,24,807	1,24,215	44,875	1·93	82	63·87
1901	23,24,807	1,14,114	35,750	1 54	75	68·67
1902	23,25,587	1,23,913	46,407	2·00	81	62·55
1903	23,26,188	1,21,957	48,053	2·07	80	60·60
1904	23,26 251	1,41,676	53.228	2·29	93	62·43
1905	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	23,26,251	1,76,294	71 811	3·09	116	59·25
1907	23,26,251	1,81,886	77,249	3·32	119	57 53

21(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 15·80 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

21 (*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	5,92,414	16,478	6,163	1·03	21	62·60
1893	6,18,551	33,812	14,001	2·26	43	58·59
1894	6,03,095	37,448	12,866	2·13	47	65·65
1895	6,09,212	39,100	16,432	2·69	49	57·98
1896	6,09,681	39,322	17,125	2·81	50	56·45
1897	6,34,764	33,497	14,265	2·25	42	57·41
1898	6,43,821	31,493	10,124	1·57	40	67·85
1899	6,46,051	16,810	5,671	0·88	21	66·26
1900	6,53,741	30,860	11,357	1·74	38	63·20
1901	6,56,462	28,302	7,863	1·20	35	72·22
1902	6,56,462	29,870	10,938	1·67	36	63·38
1903	6,56,462	31,923	12,687	1·93	39	60·26
1904	6,56,462	38,873	14,404	2·19	47	62·95
1905	6,56,462	44,174	18,015	2·74	54	59 22
1906	6,56,462	49,946	20,559	3·13	61	58·84
1907	6,56,462	38,827	16,040	2·44	47	58·69

21(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract :—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract.—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits based on terms of contract *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	7,98,213	...	...	...	23,960	...	—23,960	...	...
1880	21,37,736	...	...	...	68,908	...	—68,908	...	...
1881	36,56,345	1,31,525	53,753	1·47	98,912	...	—45,159	51	59·13
1882	45,95,058	2,88,390	1,03,495	2·25	1,68,989	...	—65,494	68	64·11
1883	57,69,057	3,02,895	99,675	1·73	2,19,351	...	—1,19,676	67	67·09
1884	62,64,620	3,61,443	1,65,479	2·64	2,41,052	...	—75,573	67	54·22
1885	64,89,346	4,33,954	2,07,784	3·20	2,51,730	...	—43,946	60	52·12
1886	71,35,111	4,69,274	1,05,385	1·48	5,57,104	26,345	—4,78,064	65	59·04
1887	91,36,438	5,13,784	1,41,198	1·55	6,70,864	35,018	—5,64,684	71	71·60
1888	1,25,76,692	5,70,657	52,295	0·42	6,94,210	33,607	—6,75,522	79	76·28
1889	1,44,24,093	8,96,273	2,22,034	1·54	7,07,500	54,991	—5,40,457	72	75·23
1890	1,47,11,610	11,86,318	2,61,700	0·02	6,48,733	64,772	—4,51,805	77	77·94
1891	1,50,76,285	13,24,525	4,43,717	2·94	6,54,850	1,09,760	—3,20,893	86	66·50
1892	1,46,36,205	13,99,463	4,47,906	3·06	7,29,624	1,10,863	—3,92,581	89	67·92
1893	1,46,42,217	16,83,203	6,74,705	4·61	7,70,439	1,68,171	—2,63,905	109	59·92
1894	1,47,60,293	14,45,412	4,76,156	3·23	8,38,525	1,19,039	—4,81,408	94	66·99
1895	1,49,22,452	15,78,281	6,30,769	4·23	8,70,947	1,56,931	—3,97,109	103	59·72
1896	1,51,08,257	15,84,981	6,76,873	4·48	8,21,588	1,69,189	—3,13,904	103	57·29
1897	1,51,99,757	18,80,019	7,95,147	5·23	7,75,708	2,00,031	—1,80,592	122	57·54
1898	1,55 07.319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	1,56.75.416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	1,60.14.879	14,33,240	4,07,791	2·55	7,22.224	1,01,860	—4,16,293	93	71·55
1902	1,60.76.009	15,97.046	5,58.082	3·47	7,21,062	1,39,538	—3,02,518	104	65·00
1903	1,62.34.903	15,35.270	5,82,298	3·59	7.20,000	1,46,013	—2,83,715	100	62·07
1904	1,62,59.794	15,85.324	5.63,667	3·47	7,20,000	1,40,940	—2,97.273	103	64·44
1905	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	1,70,3[illegible],855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86

21 (*j*) Sangli (3′ 3⅜″ gauge)—

Details of construction—

The line (from Miraj to Sangli town) is 4·90 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905 and it was opened in 1907.

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Terms of contract—

The line is worked under an agreement (between the Sangli State and the Southern Mahratta Railway Company) sanctioned under Government of India, Department of Commerce and Industry, No. 2724, dated the 25th March 1907.

The general conditions of the agreement are as follows :—

Government aid.—*Nil.* The line is the property of the Sangli State.

Currency of agreement.—The agreement shall be in force for 3 years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon 6 months' notice in writing from either party.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21 (*j*) Sangli (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The expenses of working and maintaining the Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli State half-yearly in such manner as may be arranged.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of the year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1907	1,27,770	19,585	8,011	6·27	102	59·10

21(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Sir Henry Green, K.C.S.I., C.B.

Secretary.—H. Ringler-Thomson, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51·10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

21(*k*) West of India Portuguese railway (3′ 3⅜″gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working by Southern Mahratta Railway Company.—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay (including outlay on Harbour works) to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1890	1,63,14,170	4,75,437	67,001	0·41	138	74·24
1891	1,63,22,139	5,44,014	1,21,583	0·74	157	86·01
1892	1,63,00,901	3,74,681	11,107	0·07	109	106·01
1893	1,62,74,816	5,86,705	1,65,069	1·01	168	78·13
1894	1,63,12,813	5,43,673	1,19,332	0·73	157	86·47
1895	1,63,31,966	5,83,077	1,12,136	0·69	166	90·75
1896	1,63,80,444	2,97,176	—78,893	...	90	137·34
1897	1,63,40,168	1,79,722	—1,60,785	...	55	189·46
1898	1,62,97,418	2,20,870	—1,10,145	...	65	173·60
1899	1,62,96,432	5,72,475	1,64,665	1·01	157	83·15
1900	1,63,29,262	3,33,596	—66,845	...	96	120·04
1901	1,63,42,023	3,68,120	—48,589	...	205	113·20
1902	1,63,13,911*	3,54,657	51,387	0·31*	133	85·51
1903	1,63,29,912*	3,96,235	1,51,112	0·93*	149	61·86
1904	1,64,00,303*	4,89,786	1,83,414	1·12*	184	62·55
1905	1,61,71,059*	4,44,519	1,77,953	1·10*	167	59·97
1906	1,63,13,911*	4,38,965	1,73,266	1·06*	165	60·53
1907	1,63,13,911	7,38,601	3,00,110	1·84	278	59·37

NOTE.—Since the close of the year, the Secretary of State has sanctioned the extension of the agreement for working by the Madras and Southern Mahratta Railway Company until the 30th June 1912.

21 (*l*) Perwada-Masulipatam (3′ 3⅜″ gauge)—

This railway is 49·47 miles long. It was sanctioned in 1905 and has, since the close of the year, been opened.

21 (*m*) Dhone-Kurnool (3′ 3⅜″ gauge)—

The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity.

The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

* Revised figures.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 22}{\text{Sub-head } (a)}$ **. UDAIPUR-CHITOR RAILWAY** (3′ 3⅜″ gauge)—

Running powers—

Home line over Foreign line :— Miles.

Rajputana-Malwa railway, Berach Signal Station to Chitorgarh . . 1·42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

The line is 67·30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

Nil.—The line is owned and worked by the Udaipur State.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1893	7,000	...	...	...	...	...
1894	2,70,472	...	...	...	...	...
1895	13,39,850	54,702	18,778	1·40	42	65·67
1896	15,63,721	1,35,219	53,750	3·44	43	60·25
1897	15,99,040	1,23,175	42,881	2·68	39	65·19
1898	17,89,252	1,43,822	61,364	3·43	46	57·33
1899	19,89,912	2,10,540	1,04,829	5·27	62	50·21
1900	19,80,010	3,17,928	1,85,703	9·38	91	41·59
1901	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	20,66,093	1,51,293	53,175	2·57	43	64·86
1905	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	20,75,567	2,47,813	1,35,467	6·52	71	45·33
1907	29,75,702	2,50,515	1,36,695	6·58	72	45·43

Number $\frac{\text{Main head } 23}{\text{Sub-head } (a)}$ **. BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The open mileage of the railway is 26·06 miles. Its construction was sanctioned in 1903 and it was opened in 1905. An additional 8·50 miles, from Basirhat to Hosanabad, were sanctioned for construction in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sál and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. BARASET-BASIRHAT LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is worked on the terms contained in the Bengal Government Notification No. 86-R., dated the 15th May 1903, under the following agreement:—

Agreement—of 14th December 1897 (between the District Board of the 24-Par ganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows :—

Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1905 .	9,06,310	1,11,202	55,675	6·07	—5,394	50,281	5·55	90	49·93
1906 .	9,47,058	1,50,731	79,488	8·39	—12,669	66,819	7·06	111	47·26
1907 .	9,92,971	1,72,574	85,830	8·64	—16,096	69,734	7·02	111	50·26

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. BARSI LIGHT RAILWAY (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78·50 miles. It is made up of the following :—

(1) Main line, Barsi Road Junction to Barsi Town, 21·59 miles ;

(2) Tadwale extension, Barsi Town to Tadwale, 26·70 miles; and

(3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30·21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 9 and one of 1 in 90 ; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

APPENDIX 38—*concld.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Terms of contracts—

The Barsi Light railway is worked under the following :—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows :—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1895	2,357	...	...	...	...	...
1896	10,06,657	...	...	...	...	...
1897	13,43,891	1,07,778	21,560	1·60	115	80·00
1898	13,42,592	1,30,321	24,559	1·83	116	81·15
1899	13,56,809	1,56,113	64,475	4·75	139	58·63
1900	13,56,501	1,24,440	42,440	3·13	111	65·90
1901	12,99,589	1,68,238	79,588	6·13	150	52·69
1902	13,18,242	1,50,275	52,879	4·02	134	64·81
1903	12,59,175	1,30,694	53,423	4·24	116	59·12
1904	13,18,293	1,66,934	64,952	4·93	149	61·09
1905	28,13,907	2,19,478	1,39,618	4·96	195	36·39
1906	39,44,807	2,19,284	1,09,862	2·78	96	49·90
1907	47,47,986	5,43,330	2,24,080	4·72	133	58·76

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BEHAR LIGHT RAILWAY** (2′ 6″ gauge)—

The line, which has been laid as far as possible on the District road, is 18·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. BUKHTIARPORE-BEHAR LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Terms of contract—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows :—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital, *plus* not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.					Rs	
1903	7,47,838	35,800	15,120	2·16	...	15,120	2·02	74	57·77
1904	8,10,059	1,13,530	65,963	8·14	—10,616	55,347	6·83	181	41 90
1905	8,11,338	88,661	35,440	4·37	—90	35,350	4·35	92	60 03
1906	8,30,262	1,11,324	48,080	5·79	—5,674	42,406	5·17	116	56 81
1907	8,73,276	1,10,888	44,427	5·08	—4,501	39,926	5·09	115	59·93

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. CUTCH STATE RAILWAY (2′ 6″ gauge)—

Details of construction—

The mileage of the open line (Tuna to Anjar) is 11·67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 25·30 miles (Anjar to Bhuj) under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil.—The line is owned and worked by the Cutch State.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	4,25,731	22,495	15,864	3·72	59	29·48
1906	7,18,668	40,273	19,919	2·77	66	50·54
1907	8,05,114	43,221	24,070	2·99	71	44·31

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. **DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and was under construction by, and at the cost of, the Dholpur State. It is 19·56 miles long, and has since the close of the year, been opened to traffic.

Terms of contract—

Nil.—The line will be maintained and worked by the Dholpur Durbar.

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a stand-still, the Company being unable to raise the funds necessary for its completion.

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under the terms contained in—

The Notification issued by the Chief Commissioner of Assam under No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rates and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′6″ gauge)—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{339}{187}$R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Details of construction—

The line, Delhi-Shahdara to Saharanpur, is 93·02 miles long. It was sanctioned in 1902 and opened in 1907.

Besides the above a branch, 30 miles in length, from Baraut to Meerut, was sanctioned for construction but work on it has not yet been commenced.

Permanent-way.—The permanent-way consists of 35-lb flat-footed steel rails laid on sal sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Terms of contract—

The line is worked under the following agreement:—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows:—

Government aid.—Free grant of land for a single 5′ 6″ gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1907	32,97,081	1,01,146	29,526	0·90	66	70·80

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. TARAKESHWAR-MAGRA LIGHT RAILWAY (2′ 6″ gauge)—

Details of construction—

The line is 33·27 miles long, *viz.* :—main line, from Magra to Tarakeshwar (31·12 miles) and extension, from Magra to Tribeni (2·15 miles). The main line was sanctioned in 1891 and the extension in 1903; and they were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magraganj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreement of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1898	9,44,627	74,074	21,002	2·22	46	71·65
1899	9,62,446	66,168	12,192	1·27	41	81·58
1900	9,81,811	76,594	20,961	2·18	47	72·63
1901	9,72,175	83,150	19,890	2·04	51	70·23
1902	9,76,194	84,272	24,842	2·54	52	70·52
1903	10,15,987	85,546	25,350	2·50	53	70·37
1904	10,44,975	89,795	27,564	2·63	52	69·28
1905	10,46,664	86,838	21,679	2·07	50	74·81
1906	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	10,92,156	1,10,238	34,500	3·16	64	68·70

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. TEZPORE-BALIPARA LIGHT RAILWAY (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezpore-Balipara Light railway. It is used for passenger and goods traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezpore-Balipara Light railway is maintained and worked under the terms of—

The Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000 up to the end of March 1909 from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 .	4,56,927	85,745	20,157	4·41	5,000	25,157	5·51	82	76·49
1899 .	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900 .	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901 .	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902 .	4,87,240	85,012	21,651	4·43	5,000	26,651	5·47	81	74·53
1903 .	4,87,240	94,742	27,739	5·67	5,000	32,739	6·71	91	70·72
1904 .	4,87,240	88,463	17,291	3·54	5,000	22,291	4·57	85	80·43
1905 .	4,87,240	1,08,380	27,082	5·55	5,000	32,082	6·58	99	73·80
1906 .	4,87,240	1,14,740	34,976	7·17	5,000	39,976	8·20	110	69·51
1907 .	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·96	107	74·05

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. THATON-DUYINZAIK LIGHT RAILWAY (2′ 6″ gauge)—

Details of construction—

The line is 7·76 miles long. Its construction was sanctioned in 1883; it was opened in 1885 and has been closed for traffic since the 15th November 1907.

Permanent-way.—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast.—The line is ballasted throughout with sand, stone and laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 207 feet.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzaik Light railway is worked under the following :—

Contract of—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

Agreement of—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows :—

Government aid.—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, *viâ* Duyinzaik, including both steamer and railway journeys.

Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working.—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

Rates and fares.—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working—Information not available.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41¼-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41¼-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41¼ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract:—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Local Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1880	12,32,894	48,483	34,197	2·77	...	34,197	2·77	82	29·46
1881	18,18,723	2,61,154	1,15,522	6·35	...	1,15,522	6·35	103	55·76
1882	23,56,112	3,66,474	1,21,983	5·17	...	1,21,983	5·17	141	66·72
1883	26,50,799	4,21,944	1,55,725	5·87	...	1,55,725	5·87	162	63·11
1884	27,23,240	4,35,024	1,46,765	5·39	...	1,46,765	5·39	167	66·26
1885	27,27,823	4,31,103	1,63,350	5·99	...	1,63,350	5·99	163	62·11
1886	27,32,136	4,96,476	2,41,559	8·86	...	2,41,559	8·86	188	51·23
1887	27,43,214	4,77,151	2,10,623	7·63	...	2,10,623	7·63	180	55·86
1888	27,71,926	6,14,893	2,83,327	10·22	...	2,83,327	10·22	233	53·93
1889	29,40,423	5,74,294	2,29,117	7·80	...	2,29,117	7·80	217	60·10
1890	29,52,108	5,76,436	2,32,894	7·89	...	2,32,894	7·89	217	59·60
1891	30,59,693	6,18,387	2,58,253	8·44	...	2,58,253	8·44	231	57·61
1892	31,09,079	6,35,778	2,66,647	8·57	...	2,66,647	8·57	240	57·46
1893	31,72,223	6,34,181	2,83,903	8·50	—1,55,418	1,28,485	4·02	239	55·41
1894	31,77,536	6,36,284	2,56,286	8·10	—29,756	2,26,530	7·13	239	59·27
1895	31,99,765	7,39,618	3,59,933	11·25	—61,740	2,98,193	9·32	279	50·92
1896	33,12,732	7,81,594	3,69,607	10·25	—62,087	3,07,520	8·98	294	53·98
1897	33,15,455	7,44,266	3,33,188	10·05	—55,929	2,77,259	8·36	281	55·28
1898	35,65,993	7,54,580	3,41,109	10·13	—59,432	2,81,677	8·37	285	54·79
1899	35,08,469	7,14,985	2,49,770	7·12	—34,933	2,14,837	6·12	270	65·07
1900	34,99,487	8,09,158	3,61,840	10·31	—64,268	2,97,572	8·50	305	55·28
1901	34,78,411	7,87,941	3,13,861	9·02	—49,971	2,63,390	7·58	297	60·17
1902	34,96,507	8,50,280	3,78,005	10·18	—67,704	3,10,301	8·88	321	54·66
1903	36,12,058	9,61,662	4,16,752	11·54	—79,226	3,37,526	8·79	363	56·65
1904	37,38,426	10,45,187	4,75,227	12·71	—97,200	3,78,027	10·11	394	53·46
1905	37,51,562	9,72,644	4,09,514	10·91	—77,621	3 31,893	8·47	367	57·70
1906	37 43,284	9,80,351	4,01,239	10·72	—75,126	3,26,113	8·71	370	59·07
1907	37,53,304	9,49,717	4,29,131	11·43	—83,471	3,45,660	9·29	358	54·81

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running Powers—

Foreign line over Home line :—

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains), 2·00 miles.

Details of construction—

There are 37·19 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Autpur), 10 miles. In addition to these 10·25 miles were sanctioned of which 6·75 miles were under construction. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 . . .	11,24,713	1,89,519	78,910	7·02	—15,062	63,848	5·68	152	58·36
1899 . . .	11,41,307	2,50,763	1,12,794	9·88	—27,835	84,959	7·44	168	55·02
1900 . . .	11,88,283	2,56,418	1,23,104	10·36	—30,244	92,860	7·81	172	51·99
1901 . . .	11,96,697	2,60,530	1,14,092	9·53	—26,146	87,936	7·35	175	56·21
1902 . . .	12,68,532	2,65,497	1,33,120	10·49	—29,703	1,03,417	8·15	178	49·86
1903 . . .	12,88,853	2,77,451	1,37,833	10·69	—31,883	1,05,950	8·22	186	50·32
1904 . . .	15,91,321	2,97,062	1,54,998	9·74	—35,416	1,19,582	7·51	170	47·82
1905 . . .	16,07,464	3,28,722	1,77,464	11·04	—38,862	1,38,602	8·62	170	46·01
1906 . . .	17,90,006	3,51,462	1,77,670	9·93	—38,681	1,38,989	7·76	182	49·45
1907 . . .	18,18,682	3,70,554	2,03,338	11·18	—40,536	1,62,802	8·95	191	44·13

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over Foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains), 2·00 miles.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheakhala), 17·38 miles, and Chanditala-Janai branch, 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The agreements are current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	6,09,398	76,166	16,768	2·75	4,267	21,035	3·45	70	72·12
1899	6,09,434	73,396	21,453	3·52	—250	21,203	3·48	65	70·77
1900	6,09,446	76,019	26,824	4·40	—999	25,825	4·24	74	64·71
1901	6,09,446	75,579	23,165	3·80	1,108	24,273	3·98	77	70·52
1902	6,09,565	82,019	31,789	5·20	—550	31,189	5·12	80	61·33
1903	6,14,715	87,049	34,950	5·68	—668	34,282	5·57	85	59·85
1904	6,14,715	86,261	39,055	6·35	—2,747	36,308	5·91	84	54·72
1905	6,13,608	88,266	38,128	6·21	—2,419	35,709	5·82	86	56·80
1906	6,14,396	90,595	37,047	6·02	—2,548	34,499	5·62	88	59·11
1907	6,14,396	95,232	39,226	6·38	—2,728	36,498	5·94	92	58·81

APPENDIX 38—*concld.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (}a\text{)}}$. **JORHAT STATE RAILWAY** (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31·75 miles long, *viz.*, main line (Borghop to Titabar), 24·75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883 ; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 30 lbs. to the yard, and about a mile between Jorhat and Chenimari, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1884	4,38,338	1,161	—483	...	17,533	—18,016	40	141·60
1885	5,14,641	32,218	—7,455	...	22,927	—30,382	25	143·10
1886	5,84,608	38,271	—13,887	...	21,919	—35,806	28	136·28
1887	6,79,372	49,199	—13,772	...	26,608	—40,380	32	127·99
1888	7,10,376	55,477	75	...	27,807	—27,732	38	90·86
1889	7,33,649	59,665	—3,543	...	29,057	—32,600	42	105·94
1890	7,42,351	61,967	6,162	0·83	29,610	—23,448	44	90·06
1891	7,51,421	64,583	1,483	0·20	30,026	—28,543	47	97·70
1892	7,54,791	66,079	11,789	1·56	30,107	—18,318	48	82·16
1893	7,99,680	69,810	14,436	1·81	32,013	—17,577	52	79·32
1894	8,18,184	71,933	11,201	1·37	32,587	—21,386	52	84·43
1895	8,28,409	84,696	18,720	2·26	32,919	—14,199	61	77·81
1896	8,65,300	89,996	13,745	1·59	33,592	—19,847	65	84·73
1897	9,02,416	96,186	14,124	1·56	36,102	—21,978	69	85·33
1898	9,09,445	95,958	20,135	2·21	36,179	—16,044	70	79·02
1899	9,31,626	96,488	—5,940	...	37,228	—43,174	72	106·16
1900	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118·05
1901	9,01,038	83,184	—4,174	...	36,248	—40,422	56	105·01
1902	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	9,03,343	90,710	13,594	1·50	36,408	—22,814	59	85·01
1904	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	9,08,441	78,600	2,458	0·27	36,480	—34,022	50	96·87
1906	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·95
1907	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
A			
Abasana-Suigam branch (Bombay)	...	...	...
Aden railway (Bombay) ...	...	(*i*) Aden and Nobat Dakim *vid* Lahej.	Not surveyed ...
		Alternative.	
		(*ii*) Aden and Sheikh Othman and D'thala.	Do. ...
Agra-Bharatpur railway (United Provinces and Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur ...	Surveyed ... ...
Agra-Hathras railway (United Provinces).	Do.	East bank of the Jumna bridge at Agra and Hathras City.	Surveyed ... ...
Aligarh-Muttra railway (United Provinces).	...	...	...
Allahabad-Rae Bareli-Cawnpore railway (United Provinces). (*New project*).	Oudh and Rohilkhand State railway.	(*i*) Phaphamau *vid* Mustafabad to Rae Bareli.	Under survey ...
		(*ii*) Mustafabad to Unao or Cawnpore bridge.	Do. ...
		(*iii*) Rae Bareli to Dalmau on (*ii*).	Do. ...
Ammayanayakkanur-Uttamapalaiyam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalaiyam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ...
Amraoti-Sonnair railway (Central Provinces).	Do.	Amraoti & Sonnair *vid* Morsi and Narkher.	Surveyed ... ...
Arakan Coast extensions (Burma)	...	...	...
Arsikere-Mangalore railway (Mysore and Madras).	Southern Mahratta railway	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(*i*) Chittagong-Akyab-Minhla (Aeng pass route). ...	Surveyed ... ...
		Alternatives.	
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route).	Do. ... ...
		(*iii*) Makum to Mogaung (Hukong Valley route).	Do. ... ...
		(*iv*) Chittagong-Zadabin-Prome.	
		Prome to Zadabin ...	Do. ...
		Taungup branch ...	Do. ...
		Zadabin to Zibingyi ...	Reconnoitred ...
Auriya-Phaphund railway (United Provinces).	East Indian railway ...	Auriya and Phaphund ...	Surveyed ...
Azamgarh-Goshainganj railway (United Provinces).	Bengal and North-Western railway.	Azamgarh and Goshainganj ...	Surveyed ...
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Bachhwara and Rowsara ...	Not surveyed ...
Badin-Jungshahi extension (Bombay).	...	...	...
Bagalkot-Hungund branch (Bombay).	Southern Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...

DIX 38-A.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2′ 6″	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	...	...	
5′ 6″	33	...	This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is under construction. The survey has been completed and the detailed project and estimates are awaited.
3′ 3⅜″	30	14,72,599	Revised estimates are awaited.
...	...	...	See "Muttra-Aligarh railway."
5′ 6″	69	...	The Mustafabad-Unao (or Cawnpore) section is alternative to the Cawnpore-Rae Bareli section of the Cawnpore-Fyzabad project. The Government of the United Provinces considers the Phaphamau-Rae Bareli section to be of more importance than the Rae Bareli-Cawnpore line.
5′ 6″	69	...	
5′ 6″	14	...	
3′ 3⅜″	61·46	...	This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakkanur has been adopted as the point of junction with that line. The survey was completed in 1906, but the results have not yet been received by the Railway Board.
2′ 6″	30·64	7,92,953	
5′ 6″	98·06	89,50,101	The cost of the section from Amraoti to Narkher, 70 miles in length, where a junction with the Nagpur-Itarsi line may be effected, will be Rs. 65,70,510. An alternative alignment of the line between miles 44 and 75·8 has also been surveyed. By this route the line will be 2 miles shorter and will cost Rs. 89,02,282.
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2′ 6″	135·71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27·81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3′ 3⅜″	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3′ 3⅜″	385	6,50,00,000	
3′ 3⅜″	284	3,83,00,000	The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The survey, however, could not be undertaken owing to paucity of funds. [See also "Buthidaung-Maungdaw railway".]
3′ 3⅜″	109⅛	2,48,89,800	
3′ 3⅜″	4	2,72,500	
3′ 3⅜″	170	1,87,00,000	
5′ 6″	12·69	8,87,848	
3′ 3⅜″	68·75	...	The survey has been completed and the detailed project and estimates are awaited.
3′ 3⅜″	14	5,50,000	
...	...	...	See "Lower Sind branches."
3′ 3⅜″	31	24,41,757	This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*contd.*			
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Balamau-Sitapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Balamau and Sitapur ...	Do. ...
Bangalore (Taragupet)-Chikballapur light railway (Mysore).	Southern Mahratta railway.	Bangalore and Chikballapur ...	Do. ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur *viâ* Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Do. ...
Bansdih Road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih Road and Maneerghat.	Surveyed ... ...
Bara Ari-Doleepur railway (Eastern Bengal and Assam).	...	...	...
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Baran and Marwar with extensions—	Do. ... ...
		(*i*) Jehazpur to Nasirabad ...	Do. ... ...
		(*ii*) Jehazpur to Paondero ...	Do. ... ...
Baran-Nasirabad railway (Rajputana).	...	...	...
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda and Savli	Surveyed ... ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli	Reconnoitred ...
		Alternative. Barwaha to Nandod... ...	Do. ...
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat ...	See "Remarks" ...
Bausi-Baidyanath railway (Bengal)	East Indian railway ...	(*i*) Bausi to Baidyanath ...	Surveyed ...
		Alternative. (*ii*) Bausi to Adjai ...	Do. ...
Behar-Silao extension, Bukhtiarpore-Behar light railway (Bengal). (*New project.*)	Bukhtiarpore-Behar light railway.	Behar to Silao	Apparently surveyed ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bellarpur-Warangal (or Kazipet) railway.	...	...	...
Eastern route—Bellarpur *viâ* Ahiri and Gamal Kunda to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ...
Western route—Bellarpur *viâ* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Direct route—Bellarpur *viâ* Rajpur, Tandur and Pedapali to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Belo-Shahbunder light railway (Bombay).	...	...	...
Berhampur-Gopalpur light railway (Madras).	...	...	...
Berhampur-Russelkonda light railway (Madras).	...	...	...
Bezwada-Jaggiapett branch (Madras).	Madras railway ...	Bezwada and Jaggiapett ...	Not surveyed ...
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Do. ...
Bhairab Bazar-Dacca railway (Eastern Bengal and Assam). (*New project.*)	Assam-Bengal railway...	Bhairab Bazar *viâ* Demra, Punchdona, Nursinghdee and Raipura, to Dacca.	Reconnoitred ...
Bhairab Bazar-Mymensingh railway (Eastern Bengal and Assam). (*New project.*)	Do.	Bhairab Bazar to a point on the old Brahmaputra opposite Mymensingh.	Reconnaissance sanctioned
Bhairab Bazar-Tangi railway (Eastern Bengal and Assam). (*New project.*)	Do.	Bhairab Bazar and Tangi ...	Reconnoitred ...

* Excluding

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
2′ 6″	Miles. 8 (Bahadarpur to Heran river.)	Rs. 5,84,000	The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.
5′ 6″	37·12	19,45,446	The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand State railway.
2′ 6″	39·06	10,13,196	Revised estimates are awaited.
5′ 6″	See "Remarks."		The length and estimated cost are as follows:— Miles. Rs. Bishenpur to Hooghly . 71·44 { Double line . . 1,32,55,476 / Single „ . . 91,02,355 „ „ Howrah . 81·00 { Double „ . . 1,47,11,125 / Single „ . . 1,00,74,837 To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5·92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5·19 miles, if constructed at Panihati.
3′ 3⅜″	13	.....	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line. The survey has been completed and the detailed project and estimates are awaited.
...	...	...	See under "Dacca-Mymensingh railway extensions".
3′ 3⅜″	213·39	1,36,66,806	Two lines were surveyed in 1898-99, *viz.*, Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153·29 miles and Rs. 96,11,662, respectively. The Baran-Kotah section of this line is under construction on the broad gauge.
3′ 3⅜″	60	Not given separately.	
3′ 3⅜″	70·85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2′ 6″	32	...	The results of survey have not yet been submitted.
2′ 6″	163½	61,15,390	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2′ 6″	193½	80,61,984	
3′ 3⅜″	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.
5′ 6″	44·43	32,35,066	
5′ 6″	44·94	32,96,899	
2′ 6″	10	2,70,000	This extension will be constructed under the Bengal Tramways Act.
5′ 6″	32·86	...	An alternative alignment, four miles shorter, from Belapur *vid* Bablishwar, was also examined but the estimates of cost have not been submitted.
...	...	...	The direct route avoids the Ahiri and Sironcha taluks which need opening up. A branch on the 2′ 6″ gauge from Bellarpur to Sironcha has accordingly been projected in connection with this route. It will be 107·33 miles long and is estimated to cost Rs. 42,25,580 including rolling-stock. The proposals are under consideration.
5′ 6″	190·73	*2,32,30,222	
5′ 6″	184·35	*2,25,74,567	
5′ 6″	148·62	*1,68,65,529	
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Do.
5′ 6″	54	43,50,000	
5′ 6″	...	...	This line will probably be constructed by the East Indian Railway Company.
3′ 3⅜″	44	48,89,850	This line is alternative to the "Bhairab Bazar-Tangi" project.
3′ 3⅜″	62	...	
3′ 3⅜″	38	39,82,710	A detailed survey has been sanctioned for this line which is alternative to the "Bhairab Bazar-Dacca project."

rolling stock.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*concld.*			
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Surveyed ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bir-Bhopal railway (Central India and Central Provinces).	Great Indian Peninsula railway.	Bir and Bhopal	Reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway (Bengal).	...	...	...
Bitragunta (or Kavali)-Udayagiri railway (Madras). (*New project.*)	Madras railway ...	Bitragunta and Udayagiri ...	Under survey ...
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam *viâ* Radhanpur, Suigam and Nagarparker to Badin.	Reconnoitred ...
Bombay-Southern Mahratta railway (Bombay).	Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak	Not surveyed ...
Borkhedi-Hinganghat railway (Central Provinces). (*New project.*)	Great Indian Peninsula railway.	Borkhedi and Hinganghat ...	Surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	...	Buthidaung and Maungdaw ...	Surveyed ... ...
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick-Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar-Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Do. ...
Silchar-Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Do. ...
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Calcutta-Ranaghat - Rampur Boalia railway (Bengal and Eastern Bengal and Assam). (*New project.*)	Eastern Bengal State railway.	(i) Sealdah to Shampur, mile 130·6, north of the Ganges river.	Reconnoitred ...
		(ii) Shampur to Nattore ;.	Do. ...
		(iii) Shampur to mile 86 on the Katihar-Godagari extension.	Do. ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
2′ 6″	122·5	1,27,52,165	
3′ 3⅜″	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5′ 6″	171	1,68,00,000	
2′ 6″	156	...	This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 70 miles.
5′ 6″	102	1,66,12,246	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal, and with a view to shortening the through mileage between Bhopal and Bombay. The estimates prepared are for a double line without rolling-stock. A detailed survey has been sanctioned.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
Not stated. Probably 2′ 6″.	50	...	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
5′ 6″	269	2,12,73,000	A detailed survey has been ordered and is now in progress.
3′ 3⅜″	202	1,58,09,000	
6 miles 3′ 3⅜″ 2 „ 2′	8	...	
5′ 6″	26·06	20,91,064	This will form a chord between the North-East line and the Wardha Coal branch of the Great Indian Peninsula railway and will shorten the distance between Nagpur and Hinganghat from 70 miles by the existing route to 47·4 miles.
2′ 6″	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5′ 6″	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3′ 3⅜″	16·91	20,29,392	The Arakan Company, Limited, originally proposed to construct this line as a tramway on the 2′ 0″ gauge and had it surveyed at their cost, the estimates amounting to Rs. 9,49,858 for 17·25 miles. The proposal was subsequently abandoned and the Company expressed a desire to construct the line on the 3′ 3⅜″ gauge, with the possibility of its ultimate absorption in the Prome-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] During 1907 a survey for a metre gauge line was carried out at the expense of Government, and the results show that of the total length of 16·91 miles, 10·70 miles are suitable to form part of the through route between Assam and Burma. The Company are negotiating with Government of Burma prior to submission of definite proposals for the construction of the line.
2′ 6″	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2′ 6″	22		
2′ 6″	14		
5′ 6″	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted.
3′ 3⅜″	130·6	4,61,57,000	This line was proposed with a view to giving the traffic of the metre gauge railways north of the Ganges direct access to Calcutta without a transhipment. The estimates, which are approximate, provide for a double metre gauge line between Sealdah and Shampur (mile 130·6) and a single line to Nattore and to the point of junction with the Katihar-Godagari extension.
3′ 3⅜″	21·4	17,55,000	
3′ 3⅜″	30·0	20,86,000	The consideration of the project has been held over pending a decision on the question of bridging the Ganges at some point between Sara and Godagari. The (ii) "Shampur-Nattore" branch is alternative to the "Nattore-Rampur Boalia" project, while (ii) and (iii) combined is alternative to the "Nachoul-Rampur Boalia-Gopalpur" branch.
3′ 3⅜″	18	...	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
C—*concld.*			
Cawnpore-Banda railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore to Khairada (7 miles west of Banda) *vid* Ghatampur and Summerpur.	Surveyed ... ...
		Branch from Summerpur to Belatal (about 14 miles east of Harpalpur) *vid* Maskera and Rath.	Do. ... ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Cawnpore-Rae Bareli-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed ...
Changa Manga-Chunian-Pakpatan branch (Punjab).	North Western State railway.	Changa Manga and Pakpatan ...	Not surveyed ...
Chansama-Harij railway extension to Kathi (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Harij and Kathi ...	Not stated ... ...
Chicacole Road-Calingapatam light railway (Madras). Chicacole Road-Gunipur light railway (Madras). Chicacole Road-Parvatipur light railway (Madras).	...	...	...
Chhor-Tatta railway (Bombay) ...	...	...	...
Chupra-Mashrak railway (Bengal)	Bengal and North-Western railway.	Chupra and Mashrak ...	Surveyed ... ...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Do. ... ...
D.			
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)	Dacca section, Eastern Bengal State railway.	(*i*) Dacca to Aircha ...	Surveyed ... ...
		Alternative.	
		Tangi, *vid* Dassora, to Aircha.	Do. ... ...
		(*ii*) Mymensingh, *vid* Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Do. ... ...
		(*iii*) Singhjani, *vid* Sherpore, to Nalitabari.	Do. ... ...
		(*iv*) Bara Ari to Doleepur ...	Do. ... ...
Dalla-Dedaye railway (Burma) ...	Burma railways ...	Dalla to a point opposite Dedaye	Reconnoitred ...
		With a branch to Twante ...	Do. ... ...
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do. ... ...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Surveyed ... ...
Darrang District tramway (Eastern Bengal and Assam).	...	...	...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
5′ 6″	75·92	*80,36,657	This will supersede the Cawnpore-Hamirpur railway project.
5′ 6″	64·55	*40,78,897	
2′ 6″	64·55	*21,33,154†	
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2′ 6″ gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2′ gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will supersede this line.
5′ 6″	140	1,12,00,000	This line was proposed by the Indian Midland Railway Company in 1899. The Unao-Rae Bareli section, 52·88 miles, and a branch from Sataun to Dalmau, 19·51 miles, have been surveyed by the Oudh and Rohilkhand State railway, and are estimated to cost Rs. 39,90,528 and 15,39,358 respectively on the 5′6″ gauge. Alternative alignments from Mustafabad to Unao (or Cawnpore bridge) and from Rae Bareli to Dalmau are under investigation [See "Allahabad-Rae Bareli-Cawnpore railway."].
5′ 6″	70	56,00,000	This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Kasur-Lodhran railway.
3′ 3⅜″	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
3′ 3⅜″	26·25	12,08,863	The construction of the line has since been sanctioned.
3′ 3⅜″	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3′ 3⅜″	45	76,71,060	
3′ 3⅜″	45	75,72,105	
3′ 3⅜″	36·5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 29,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpore-Nalitabari line on the 2′ 6″ gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3′ 3⅜″	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.
3′ 3⅜″	50·5	46,43,094	
3 3⅜″	34¾	16,85,814	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore, its prospects are not promising.
3′ 3⅜″	14¼	7,11,472	
2′ 6″	151	27,18,000	This line was put forward by the Indian Midland Railway Company in 1899 as a feeder to their railway system.
3′ 3⅜″	62·31	...	The detailed project and estimates are awaited.
...	...	...	See "Mangaldai tramway."

* Excluding rolling-stock.
† or Rs. 23,33,410 with 5′ 6″ gauge substructure.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—*concld.*			
Deesa-Tharad railway (Bombay)	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches—	
		(*i*) Diodar to Radhanpur.	Surveyed ...
		(*ii*) Abasana to Suigam ...	Do. ...
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkhand State railway. (Hardwar-Dehra.)	Dehra to Mussooree ...	Do. ...
		Mussooree to Landour ...	Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western State railway.	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab).	Do. ...	Dhak to Tajuwala	Surveyed ...
		Alternative.	
		Dhak *viâ* Katha to Tajuwala ...	Do. ...
Dharmapuri-Bangalore railway (Madras and Mysore).	Madras railway ...	Dharmapuri *viâ* Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Do. ...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka *viâ* Fedra	Do. ...
		Alternative.	
		Dholka to Dhandhuka *viâ* Gamph	Do. ...
		Dhandhuka to Ranpur ...	Reconnoitred ...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul *viâ* Palni, Pollachi and Kollengode to Palghat.	Do. ...
Diodar-Radhanpur branch (Bombay).	...	...	...
Dodbele-Kolar gold-fields railway (Mysore).	Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Reconnoitred ...
Dudhwa branch extension to Ramnagar ghat (United Provinces).	Rohilkund and Kumaon railway.	Sonaripur and Ramnagar ghat ...	Surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur *viâ* Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F.			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ...	Surveyed ...
		Alternatives.	
		(*i*) Fatehpur to Karwi ...	Do. ...
		(*ii*) Khaga to Manikpur ...	Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches—	Surveyed ...
		(1) Gadag to Kabulayatkatti ...	Do. ...
		(2) Nabapur on (1) to Sangli ...	Do. ...
		(3) Beldahadi on (1) to Hosur ...	Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkhand State railway.	Gajroula and Chandpur ...	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	84·84	22,71,957	This line will be an extension of the existing Palanpur-Deesa railway.
3′ 3⅜″	16	...	The results of survey have not yet been received.
2′ 0″	27	32,52,895	An alternative to the Dehra-Mussooree project would be to extend the Hardwar-Dehra railway on the 5′ 6″ gauge to Rajpur or some place at the foot of the hills and to connect Mussooree by a rope incline.
...	...	...	
5′ 6″	35	35,00,000	
5′ 6″	11·04	*4,96,594	This line has been proposed chiefly in the interests of coal trade. The alternative *vid* Katha is preferred by the Government of the Punjab to the direct line.
5′ 6″	15	*6,75,000	
2′ 6″	106·67	37,52,536	The Government of Madras recommend the construction of the Dharmapuri-Palakodu-Hosoor section, 60·50 miles, estimated to cost Rs. 22,33,527 from famine insurance fund in consideration of its protective value. This proposal has since been submitted to the Secretary of State.
3′ 3⅜″	38·64	20,32,210	
3′ 3⅜″	44·50	23,10,925	Since the close of the year proposals have been received for the construction by private enterprise of a metre gauge line from Dholka to Dholera *vid* Gamph, 40 miles, instead of this line. These proposals are under consideration.
3′ 3⅜	16½	4,62,000	
5′ 6″	20	20,00,000	
3′ 3⅜″	110·92	78,98,640	The line will be constructed and worked by the agency of the South Indian railway. In connection with this project it has been decided to convert the Palghat branch (Olavakkot to Palghat) from the standard (5′ 6″) to the 3′ 3⅜″ gauge by the time this line is completed.
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3′ 3⅜″	72·5	...	This line was urged by the Mysore Durbar in 1906 in consideration of its administrative advantages and as likely to develop a rich and populous part of the State.
3′ 3⅜″	20·79	4,58,891	This line is intended primarily to serve the Government forests. The Secretary of State has intimated to the Rohilkund and Kumaon Railway Company that it is open to them to formulate terms for its construction under clause 63 of their contract, dated 8th September 1890, and submit them for his consideration.
2′ 6″	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2′ 6″ gauge in the Ganjam district.
5′ 6″	72·2	98,46,166	
5′ 6″	52·0	72,59,200	
5′ 6″	56·7	85,98,362	
3′ 3⅜″	33·58	...	This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar gold-fields. The surveys were completed during 1906, but the project report and estimates have not yet been received by the Railway Board
3′ 3⅜″	13·65	...	
3′ 3⅜″	5·39	...	
3′ 3⅜″	2·87	...	
5′ 6″	22·15	5,05,953	

* Excluding rolling-stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
G—*concld.*			
Ganges bridge :— at Godagari (Eastern Bengal and Assam). or	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Lalgola and Godagari ...	Surveyed ... ...
at Sara (Eastern Bengal and Assam).	Eastern Bengal State railway, Northern section.	Damukdia and Sara ...	Do. ... ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampore-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampore-Russelkonda (Madras).	Do.	Berhampore and Russelkonda ...	Surveyed ... ...
(iii) Chicacole Road-Calingapatam (Madras).	Do.	Chicacole Road and Calingapatam	Not surveyed ...
(iv) Chicacole Road-Gunipur (Madras).	Do.	Chicacole Road and Gunipur ...	Do. ...
(v) Chicacole Road-Parvatipur (Madras).	Do.	Chicacole Road and Parvatipur ...	Do. ...
(vi) Parlakimedi-Baruva (Madras).	Do.	Parlakimedi and Baruva ...	Do. ...
Garda (Bahadarpur)-Songhir extension (Bombay).	...	...	...
Gheria extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ... ...
Goalundo-Narayanganj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Godagari bridge (Eastern Bengal and Assam).	...	...	...
Gogra bridge at Chand-deara Ghat (United Provinces).	Bengal and North-Western railway.	Chand-deara Ghat and Manjhi Ghat.	Surveyed ...
Guntur-Repalli branch (Madras)	Southern Mahratta railway.	Guntur and Repalli ...	Do. ...
Gurumaishini-Sini railway (Bengal)	Bengal-Nagpur railway ...	Gurumaishini and Sini ...	Do. ...
H.			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway.	Hajiganj and Shatnal ...	Do. ...
Hansi-Jakhal railway (Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal ...	Do. ...
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia. ...	Not surveyed ...
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand State railway.	Hardoi and Sandi ...	Surveyed ...
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi ...	Partly surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
Undecided (probably mixed 5′ 6″ and 3′ 3⅜″)	...	1,10,00,000	The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have recommended the construction of a bridge at Raita, some five miles from Sara. Their report is under the consideration of the Secretary of State.
Do. ...	...	1,30,00,000	
2′ 6″	8	2,00,000	These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2′ 6″ gauge railway between that place and Naupada.
2′ 6″	49·08	14,90,711	
2′ 6″	24	6,00,000	
2′ 6″	65	17,85,000	
2′ 6″	42	10,50,000	
2′ 6″	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension".
5′ 6″	13·47	9,18,960	The object of the scheme is to provide a *ghat* station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola Ghat before undertaking the construction of the line.
3′ 3⅜″	40	58,46,738	The project provides for an ordinary transhipment ferry between Lakhee Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
...	...	...	See "Ganges bridge".
3′ 3⅜″	4·39	32,44,487	The cost of bridge and approaches is Rs. 29,22,961, and the balance Rs. 3,21,526 represents the cost of raising capital and the interest on capital during construction.
3′ 3⅜″	38	17,33,687	The District Board of Guntur are desirous of constructing this line on the 5′ 6″ gauge with capital to be raised by them in the open market. The question of gauge has not yet been settled.
5′ 6″	44	32,27,438	This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini. An alternative alignment from Amda to Gurumaishini *viâ* Chaibassa, 48 miles, has been sanctioned for survey. Messrs. Tata and Sons have since intimated that the site of their works has been changed from Sini to Kalimati, some 18 miles from Sini on the Sini-Khargpur section of the Bengal-Nagpur Railway. This will probably necessitate an alternation in the alignment of the line.
3′ 3⅜″	24·39	32,81,500	This project is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanganj on the Goalundo-Narayanganj extension of the latter line.
3′ 3⅜″	50·57	20,45,764	This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway *viâ* Hissar to Narnaul.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5′ 6″	14·39	3,62,004	
2′ 6″	102	15,90,924	Only the Harpalpur-Rath section (25·88 miles) was surveyed by the Indian Midland railway for a 2′0″ gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Banda railway with a branch from Summerpur *viâ* Rath to Belatal about 14 miles east of Harpalpur.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
H—*concld.*			
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula railway.	Harpalpur and Nowgong ...	Surveyed ...
Henzada-Konzingon railway (Burma).	Burma railways ...	Henzada *vid* Einme and Pantanaw to Konzingon.	Under survey ...
Hsipaw-Mong Nai extension (Burma).	Do. ...	Hsipaw to Manpan	Surveyed ...
		Manpan to Mong Nai ...	Not surveyed ...
Hyderabad-Kistna river railway (Nizam's Hyderabad).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
Idar Road-Brahma Khed extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Parantij).	Idar Road and Brahma Khed ...	Surveyed ...
Itarsi-Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur	Not surveyed ...
Itarsi-Nagpur railway (Central Provinces).	...	...	...
J.			
Jalesar Road-Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj ...	Not surveyed ...
Jammu-Srinagar railway (Kashmir).	North Western State railway.	Jammu and Srinagar. The alternative routes are :—	
		(*i*) Larulari-Banihal route ...	Surveyed ...
		(*ii*) Chenab Valley-Banihal route.	Do. ...
		(*iii*) Golabgarh route ...	Do. ...
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya ...	Not surveyed ...
Jehazpur-Nasirabad extension (Rajputana).	...	...	...
Jehazpur-Paondero extension (Rajputana).	...	...	...
Jhang-Sangla railway (Punjab) .	North Western State railway.	Jhang and Sangla ...	Surveyed ...
Jullundur Doab group lines (Punjab).	North Western State railway.	Hoshiarpur and Nawa Shahr ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
2′ 6″	19·22	2,71,762	This line was surveyed by the Indian Midland railway on the 2′0″ gauge, on the results of which the present estimates are based.
3′ 3⅜″	95	...	
3′ 3⅜″	50	35,61,178	The Government of Burma consider the Southern Shan States railway to be more urgent than this line.
...	...	...	
3′ 3⅜″	See "Remarks"	See "Remarks"	A preliminary survey was made by the Nizam's Government in 1905, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Dhone-Kurnool line it will form the southern portion of the through metre gauge connection between Northern and Southern India.
...	...	...	See "Light railways in Sind."
3′ 3⅜″	33·91	...	The surveys have been completed and the results are awaited. Since the close of the year the Secretary of State has sanctioned the grant of a concession to the Ahmedabad-Parantij railway for the construction of this line.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Nagpur-Itarsi railway.
...	...	...	See "Nagpur-Itarsi railway".
2′ 6″	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on. The usual draft order under the Indian Tramways Act, XI of 1886, is awaited from the Local Government.
2′ 6″	186½	2,38,61,500	The connection with Srinagar *viâ* Sarai Kala and Abbottabad, which is more feasible, has been decided upon, *vide* "Sarai Kala-Abbottabad Srinagar railway."
2′ 6″	173	2,54,57,500	
2′ 6″	156·17	3,34,73,596	
3′ 3⅜″	35	...	This project would probably be undertaken at the expense of the Jamnagar Durbar.
...	...	...	See "Baran-Marwar railway".
...	...	...	
5′ 6″	74·40	44,14,931	This line will be constructed by the State as an integral part of the North Western State railway.
5′ 6″	124·27	99,43,099	The projected railway starts at Hoshiarpur and passes through Adampur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhshankar on the north and Rahon on the south. The following sections of the line were previously surveyed and estimated for :—
2′ 6″		76,93,333	

	Miles.	Gauge.	Cost.
Jullundur-Hoshiarpur . .	23·92	5′ 6″	14,10,000
Jullundur-Sultanpur . .	28·82	2′ 6″	10,41,376

The surveys have been completed and the detailed alternative projects on the 5′ 6″ and 2′ 6″ gauges are awaited.
Since the close of the year definite proposals have been received for the construction of these lines by private enterprise. These are under consideration.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
J.—*concld.*			
Jullundur-Hoshiarpur railway (Punjab).	...	...	...
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	...	...
K.			
Kaithal-Thanesar railway (Punjab) (*New project*).	North Western State railway (Southern Punjab).	Kaithal and Thanesar ...	Not surveyed ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	...	...	...
Kalikiri-Rayachoti branch (Madras).	South Indian railway.	Kalikiri or Piler and Rayachoti.	Surveyed ...
Kamptee-Deolapar railway (Central Provinces).	Bengal-Nagpur railway.	Kamptee to Deolapar with a branch from Munsar to Ramtek.	Not surveyed ...
Kangra Valley railway (Punjab) .	North Western State railway.	Pathankot to Palampur with a branch from Aund to Dunera.	Reconnoitred ...
Karauli branch (Rajputana) .	...	Gungapur and Karauli ...	Not surveyed ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).	...	...	...
Karnal-Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha ...	Not surveyed ...
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct *Alternative.*	Surveyed ...
		Karwi to Rajapur *vid* Pahari.	Do.
Kashmir railway (North-West Frontier Province and Kashmir)	...	...	...
Kasur-Lodhran railway (Punjab) .	North Western State railway.	Kasur to Lodhran *vid* Havali Pakpatan and Mailsi.	Under survey ...
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal ...	Not surveyed ...
Kavali (or Bitragunta)-Udayagiri railway (Madras) (*New project*).	...	...	...
Khagaria-Darbhanga Chord (Bengal).	...	...	...
Khamgaon-Jalna railway (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed ...
Khandwa-Akola-Nanded railway (Central Provinces and Nizam's Hyderabad).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded ...	Surveyed ...
Khanpur-Chachran railway (Punjab).	North Western State railway.	Khanpur and Chachran ...	Surveyed ... ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli... ...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ... ...
Kotri (or Hyderabad)-Karachi light railway (Bombay).	...	...	...
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ... ...

*With second hand materials and rolling stock. With

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See "Jullundur Doab group lines."
...	...	...	
5′ 6″	29	...	Negotiations are in progress for the construction of this line by the Delhi-Umballa-Kalka Railway Company.
...	...	...	See "Sylhet District tramways."
3′ 3⅜″	34·42	10,75,736	
2′ or 2′ 6″	34·5	...	This line is designed to carry the produce of the manganese mines in the Ramtek area. The Kamptee-Ramtek railway, which is under construction, supersedes a part of this project.
2′ 6″	87	57,85,440	The scheme as originally proposed contemplated a main line from Pathankot *viâ* Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western State railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla. A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed.
Not stated	25	...	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
...	...	...	See "Sylhet District tramways."
5′ 6″	70	56,00,000	
5′ 6″	18·84	7,75,938	
5′ 6″	21·21	8,41,951	
...	...	...	See "Saraikala-Abbottabad-Srinagar railway".
5′ 6″	210	...	Negotiations are in progress for the construction of this line by the Southern Punjab Railway Company. It will comprise a large portion of the Changa Manga-Pakpatan project. The Lodhran-Mailsi section, 39·7 miles, was surveyed by the North Western State railway administration in 1904 and estimated to cost Rs. 17,94,793 on the 5′ 6″ gauge.
2′	15	12,00,000	This line was proposed by private enterprise in 1895 and a concession was granted for its construction, which lapsed in 1898.
...	...	...	See "Bitragunta (or Kavali)-Udayagiri railway".
...	...	...	See "Darbhanga-Khagaria Chord."
2′ 6″	93·55	32,65,151	
3′ 3⅜″	252·25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Souhtern India.
5′ 6″	23·27	16,79,458	The line will connect with Mithankot by means of a steam ferry between that place and Chachran. The project report and estimates have been forwarded for the consideration of the Bhawalpur Durbar at whose request the survey has been carried out.
3′ 3⅜″	10⅔	...	This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machiala-Amreli section, about 6 miles, has been surveyed by the Durbar. The Durbar has since proposed its extension *viâ* Chalala and Khamba to Velan Bunder.
3′ 3⅜″	63·67	27,65,021	The line will afford an alternative route, *viâ* the Ranaghat-Katihar railway for traffic between Calcutta and Darjeeling. The Government of Bengal generally approves of the construction and proposed alignment of the line but is of opinion that it should not be taken in hand till some experience has been gained of the trend of traffic on the new Katihar-Godagari extension, which would probably affect the traffic of this line.
...	...	...	See "Light railways in Sind."
2′ 6″	56·10	16,28,906*	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.

*new materials and rolling stock the cost is Rs. 18,41,500.

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
K—*concld.*			
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ... ...
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch *viâ* Jalaon to Shankerpur on the Jumna opposite Auriya	Do. ...
		Branch from Jalaon to Madhogarh.	Do. ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Do. ...
Katwa-Ahmadpur railway (Bengal)	East Indian railway.	Katwa and Ahmadpur ...	Do. ... ...
Kyangin—Nattalin railway (Burma) (*New project*).	Burma railways ...	Kyangin on the west bank of the Irrawaddy to a point on the Prome line near Nattalin or Paungde.	Under survey ...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	...	...	...
Lalgola-Gheria extension (Bengal)	...	...	...
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western State railway.	Larkhana and Shahdadpur ...	Surveyed ... ...
Lashio-Kunlong extension (Burma.)	Burma railways ...	Lashio to the Kunlong ferry.	
		The alternative routes are :—	
		(1) Hsenwi (Theinni) ...	Reconnoitred ...
		(2) Hsupkyet (Supkyet) ...	Reconnoitred ...
Light railways in Sind (Bombay)—			
The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Under survey ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Not surveyed ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Do. ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli *viâ* Samara to a point on (5).	Do. ...
(5) Chhor-Tatta	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta	Do. ...
(6) Mirpur Buttora-Dhindee...	...	Mirpur Buttora on (5) to Dhindee	Do. ...
(7) Belo-Shahbunder ...	...	Belo on (5) to Shahbunder ...	Do. ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) *viâ* Tatta to Karachi.	Do. ...
or Tatta-Karachi ...	...	Tatta to Karachi	Do. ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western State railway.	Badin and Jungshahi ...	Surveyed ... ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do. ...	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	22·57	18,60,533	See "Remarks" against "Nidamangalam-Vedaraniem railway" which comprises the "Nidamangalam-Mannargudi" section of this line.
5′ 6″	36	13,43,968	A certain amount of earthwork was carried out in 1906 by the United Provinces Government as a measure of famine relief.
5′ 6″	16	5,92,143	
5′ 6″	5·45	...	The survey has been completed and the results are awaited.
5′ 6″	31¼	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
3′ 3⅜″	30	...	
...	...	...	See "Belapur (or Lakh)—Sangamner branch."
...	...	...	See "Gheria extension."
2′ 6″	32·2	11,68,118	On the 5′ 6″ gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3′ 3⅜″	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3′ 3⅜″	93½	1,03,54,840	
3′ 3⅜″	47·50	...	A Karachi firm applied in 1905 for permission to form a company in England with a capital of £250,000 for financing these lines. The negotiations however, failed as the firm ultimately reported to the Secretary of State their inability to raise the necessary capital in England.
...	...	...	
...	...	...	In 1907 the firm put forward definite proposals for the construction by a company from capital to be raised in India of the (1) Mirpur Khas-Jhudo line on the basis of the Branch line terms of 1896 without a guarantee or rebate. The commencement of work on the line has been authorized on certain conditions. The firm also propose to construct on similar terms line No. (2), the terminus being at Khadro instead of at Sangur.
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
5′ 6″	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western State railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5′ 6″	33	17,19,269	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M.			
Mandla-Bilaspur railway (Central Provinces).	...	...	...
Mandra-Basal railway (Punjab) ...	North Western State railway.	Mandra to Basal *viâ* Chakwal, Bhon and Pindi Gheb.	Under survey ...
Mangaldai tramway (Eastern Bengal and Assam).	...	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Southern Mahratta Railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mariyamanahalli branch extension (Madras) (*New project*).	Southern Mahratta railway (Hospet-Kottur).	Ramanamalai to the extreme South of Sander.	Under survey ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Southern Mahratta railway.	Miraj and Bijapur ...	Not surveyed ...
Mirpur Buttora-Dhindee light railway (Bombay).	...	...	...
Mirpur Khas-Sangur (Khadro) light railway (Bombay).			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway ...	Mirzapur and Maihar ...	Reconnoitred ...
Miyagam-Sinor branch (Bombay)	Bombay, Baroda and Central India railway.	Miyagam and Sinor ...	Surveyed ...
Moulmein-Myawaddy railway (Burma).	Burma railways ...	From Battery point north of Moulmein to Myawaddy.	Do. ...
Moulmein-Ye railway (Burma) .	Do. ...	From Battery point north of Moulmein to Ye.	Do. ...
Munsar-Ramtek branch (Central Provinces).	...	...	...
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj ...	Surveyed ...
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur *viâ* Yeotmal, Darwha and Karinza to Pisgaon including branches to the coal-fields.	Do. ...
Mustafabad-Unao (or Cawnpore bridge) railway (United Provinces) (*New project*).	...	...	...
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh The alternative projects are :— (1) Muttra *viâ* Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh. (2) Muttra *avoiding* Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	 Surveyed ... Do. ...
Muttra-Hathras link (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras ...	See "remarks" ...
Muzaffarpur-Darbhanga chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Darbhanga ...	Surveyed ...
Muzaffarpur-Sitamarhi chord (Bengal).	...	...	...
Myingyan-Natogyi light railway . (Burma).	Burma railways ...	Myingyan and Natogyi ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See "Bilaspur-Mungeli-Mandla railway."
2' 6"	100	...	This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range.
2' 6"	35	7,00,000	This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.
Not stated, apparently 3' 3⅜"	36½	28,00,000	This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
3' 3⅜"	20	...	This line has been proposed by Messrs. Jambon and Co., for the efficient working of their manganese quarries. It will be constructed by the Southern Mahratta Railway Company on the assisted siding terms.
3' 3⅜"	14·75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
...	77	...	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2' 6" gauge railway, but definite proposals have not yet been submitted.
...	...	...	See under "Light railways in Sind."
5' 6"	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
2' 6"	20	5,76,032	The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.
3' 3⅜"	77·85	1,00,18,542	The line is open to construction by private enterprise.
3' 3⅜"	94·06	83,32,198	
...	...	...	See under "Kamptee-Deolapar railway."
5' 6"	5·82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.
2' 6"	150	55,48,000	Since the close of the year proposals have been submitted to the Secretary of State for the construction of this line by a company to be domiciled in England.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
5' 6"	40·80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Muttra railway has been opened and its effect on trade observed.
Do.	38·25	33,53,688	
See "remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5' 6" gauge.
3' 3⅜"	38·38	...	This line supersedes the "Muzaffarpur-Mohammadpur chord" mentioned in the previous year's statement. The surveys have been completed and the detailed project and estimates are awaited.
...	...	...	See "Tewaraha-Sitamarhi branch."
3' 3⅜"	18·75	11,62,500	The detailed project and estimates are awaited.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M—concld.			
Mymensingh-Netrokona extension (Eastern Bengal and Assam).	...	...	...
Mysore-Tellicherry railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Mysore and Tellicherry ...	Surveyed ...
N.			
Nachoul-Rampur Boalia-Gopalpur railway (Eastern Bengal and Assam). (*New project*)	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Mile 85·8 of the Katihar-Godagari extension near Nachoul to Abdulpur, 12 miles from Saraghat.	Do. ...
Nadiad-Kapadvanj-Meghraj railway (Bombay).	Bombay, Baroda and Central India railway.	Nadiad *viâ* Kapadvanj to Meghraj Branch from Malpur to Godhra.	Under survey ...
Nagpur-Barosa branch (Central Provinces).	Bengal-Nagpur railway	Nagpur and Barosa ...	See remarks ...
Nagpur-Chhindwara railway (Central Provinces).	Do. ...	Nagpur and Chhindwara ...	Under survey ...
Nagpur-Itarsi railway (Central Provinces).	Great Indian Peninsula railway.	Nagpur *viâ* Katol, Pandhurna, Multai and Betul to Itarsi.	Surveyed ...
		Branch to the Pench Valley collieries, from near Amla to Hardagarh	Under survey ...
Nanjangud-Erode railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Nanjangud and Erode ...	Surveyed ...
Nar-Nadiad loop (Bombay) ...	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad ...	Surveyed ...
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia. ...	Surveyed ...
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).	East Indian railway ..	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	...	...	...
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ..	Nidamangalam to Mannargudi...	Surveyed ...
		Mannargudi to Tiruturaipundi ...	Not surveyed ...
		Tiruturaipundi to Vedaraniem ...	Surveyed ...
P.			
Paddapenki-Parvatipur branch (Madras).	...	...	...
Palni-Satyamangalam railway (Madras).	...	Palni to Satyamangalam with a branch from—	Surveyed ...
		Satyamangalam to Mettupalaiyam.	Do. ...
Panchkura-Luff Point (Bengal) .	Bengal-Nagpur railway.	Panchkura and Luff Point ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See under "Dacca-Mymensingh railway extensions".
2′ 6″	144·69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
3′ 3⅜″	50·5	45,39,971	This line is alternative to the branch from Nattore *vid* Shampur to mile 86 on the Katihar-Godagari extension, see "Calcutta-Ranaghat-Rampur Boalia railway.
2′ 6″	·112	...	Proposals for the construction of this line by private enterprise are under consideration.
2′ 6″	47·04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5′ 6″ gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.
2′ 6″	80	...	The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develope trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.
5′ 6″	*230	*3,68,00,000	A portion of the main line, Nagpur to Katol, 37 miles, is under survey and the alignment of about 23 miles between Katol and Bailana is under examination.
5′ 6″	*30	*42,00,000	The line will be constructed and worked by the Great Indian Peninsula railway.
3 3⅜″	120·70	1,23,03,700	This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33·70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,764, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.
5′ 6″	20·25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2′ 6″ gauge instead of on the 5′ 6″ gauge and had the Nar-Piej section, 17 miles, surveyed on the 2′ 6″ gauge by the agency of the Bombay, Baroda and Central India railway.
3′ 3⅜″	24·43	11,14,875	This line is alternative to the "Shampur-Nattore" project, see "Calcutta-Ranaghat-Rampur Boalia railway." It has been deferred pending a decision on the question of bridging the Ganges at some point between Sara and Godagari.
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
3′ 3⅜″	8·33	5,82,616	This line comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line and has been proposed by the District Board of Tanjore. The Government of Madras have since the close of the year, urged the simultaneous construction of the Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem sections of the line out of the accumulated surplus of the Tanjore District Board, who have applied for a concession to construct the lines. The application is under consideration.
...	...	...	See "Dusi-Salur light railway".
3′ 3⅜″	84·36	84,33,040	
3′ 3⅜″	17·53	25,03,225	
5′ 6″	25	...	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depôt at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depôt at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility.

* Approximate.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
P—*concld.*			
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Surveyed ... ...
Panruti-Trichinopoly railway (Madras).	...	...	...
Parlakimedi-Baruva light railway (Madras).	...	...	...
Pathankot-Baijnath (or Palampur) (Punjab).	...	...	...
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	...	...	...
Patiala-Jakhal railway (Punjab) ...	North Western State railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western State railway (Southern Punjab).	Jakhal *vid* Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Patti-Kasur railway (Punjab) ...	North Western State railway (Amritsar-Patti).	Patti to Kasur	Surveyed ...
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam	Surveyed ...
Pertabganj-Bhimnagar railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Pertabganj and Bhimnagar ...	Under survey ...
Phaphamau-Rae Bareli railway (United Provinces). (*New project.*)	...	...	...
Phaphund-Auriya railway (United Provinces).	...	...	...
Phirangipuram-Gurzala branch (Madras).	Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Surveyed ... ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadabin railway (Burma).	...	...	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Kyanzu	Surveyed ... ...
		Kyanzu to Magwe	Under survey ...
R.			
Rae Bareli-Dalmau link (United Provinces). (*New project.*)	...	...	...
Raichur-Wondalli railway (Nizam's Hyderabad).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
2′ 6″	77	...	The survey has been completed but the detailed project has not yet been received by the Railway Board. Definite proposals are also awaited from the Barsi Light Railway Co. for the construction of this line.
...	...	...	See "Trichinopoly-Panruti railway."
...	...	...	See under "Ganjam District light railways".
...	...	...	See "Kangra Valley railway".
...	...	...	See under "Sylhet District tramways".
5′ 6″ 3′ 3⅜″	54·35	34,00,519 24,83,437	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. It will probably be constructed on the 5′ 6″ gauge and financed by the Patiala and Jhind Durbars. The Patiala Durbar contemplate the raising of a company on a guarantee of 4½ %, the subjects and officials of the Native State only being eligible as shareholders.
...	131	...	This line has been proposed by the Durbars interested. The proposals are under consideration.
5′ 6″	27·46	26,07,538	The Secretary of State has sanctioned the grant of a concession to the Amritsar-Patti Railway Company for the construction of this line as an extension of their existing railway. The preliminary agreement is under preparation.
3′ 3⅜″	67·68	53,30,934	This line is open to construction by private enterprise.
3′ 3⅜″	13·75	...	The Pertabganj-Birpur-Ghoraghat line was originally proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. Owing however to the erosion of the Kosi river at Birpur, Bhimnagar has been proposed to be the terminus of the line.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
...	...	...	See "Auriya-Phaphund railway."
3′ 3⅜″	50·64	12,59,641	
3′ 3⅜″	13·48	4,41,745	
3′ 3⅜″	38·75	12,91,844	The line will be an extension of the Lucknow-Bareilly railway and will serve the lower Kumaon and the forests on the banks of the Sarda river. Proposals for its construction by the Rohilkund and Kumaon Railway Company under the Branch line terms of 1896 have been submitted to the Secretary of State.
3′ 3⅜″	56·72	...	The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit *vid* Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand State railway.
2′ 0″	28	7,28,000	The surveys have been completed but the detailed project has not yet been received. The line was reconnoitred in 1899 but the results have not yet been submitted.
3′ 3⅜″	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
...	...	...	See "Assam-Burma connection railway."
5′ 6″	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the sea shore and about 6 or 8 miles away, will pass through thickly populated tracts.
3′ 3⅜″	54·09	39,34,029	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3′ 3⅜″	66	...	
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
2′ 6″	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
R—*concld.*			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rameswaram-Danishkodi extension (Madras). (*New project.*)	South Indian Railway ...	Rameswaram and Danishkodi ...	Surveyed ... ...
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam).	...	...	...
Rangiya-Tezpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangiya and Tezpur ...	Surveyed ... ...
Rawalpindi-Murree railway (Punjab).	North Western State railway.	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna	Surveyed ... ...
Rosa-Sitapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Rosa and Sitapur	Surveyed ... ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ...	Surveyed ... ...
Sainthia-Berhampore railway (Bengal). (*New project.*)	East Indian railway ...	Sainthia *vid* Kandi to the right bank of the Bhagirathi opposite Berhampore.	Surveyed ...
Salem-Attur branch (Madras) ...	Madras railway ...	Salem and Attur	Surveyed ... ...
Salem-Porto Novo railway (Madras).	Madras railway ...	Salem and Porto Novo ...	Surveyed ... ...
Samastipur-Rowsara light railway (Bengal).	Bengal and North-Western railway (Tirhoot ection).	Samastipur and Rowsara ...	Not surveyed ...
Samastipur-Rowsara-Shankarpura extension (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Shankarpura ...	Surveyed ...
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway	Sambalpur and Khurda ...	Surveyed ... ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna	See "Remarks" ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
5′ 6″	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which is now under construction, supersedes a section of this line.
3′ 3⅜″	11·30	3,20,237	This will form a link in the projected Indo-Ceylon connection if the proposed ferry service be established between Danishkodi and Manaar in Ceylon.
...	...	...	See "Mangaldai tramway."
3′ 3⅜″	72·34	27,19,983	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies. Detailed project report and estimates for the line are awaited.
3′ 3⅜″	40	36,88,537	This line was proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537. The project appears to have been abandoned by the promoter.
2′ 6″	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The Durbar contemplate the construction of the line on the 5′ 6″ gauge.
5′ 6″	51·36	38,74,471	This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand State railway.
Not stated, probably 2′ 6″	44	10,00,000	This line was proposed by the District Board of Monghyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Shankarpura extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.
3′ 3⅜″	66	29,84,000	This project has been held over until the site for the new Ganges bridge and the system of lines connected with it are finally settled.
5′ 6″	40	...	The detailed project estimates are awaited.
5′ 6″	36·06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3′ 3⅜″	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras. The approximate cost on the 5′ 6″ gauge is estimated at Rs. 86,00,000.
Not stated, probably 2′ 6″.	17½	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Shankarpura *vid* Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3′ 3⅜″	28·10	...	This line has been proposed by the Bengal and North-Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga. It joins the Darbhanga-Khagaria chord at Shankarpura (mile 25 from Khagaria). The surveys have been completed and the detailed project and estimates are awaited.
5′ 6″	190	2,37 00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2′ 6″	...	...	This line will be an extension of the Ranaghat-Krishnagar light railway. Since the close of the year, orders have issued for the preparation of detailed plans and estimates for the extension and for connecting the existing light railway with Ranaghat station on the Eastern Bengal State railway. The scheme comprises the following :— (1) Conversion of the present broad gauge sidings from Ranaghat to Aistalaghat on the Churni river to 2′ 6″ gauge. (2) Construction of a new bridge over the Churni river for the passage of 2′ 6″ gauge trains. (3) Construction of a new line from Ghoralia on the light railway to Kalnaghat *vid* Santipur city and from Santipur city to Santipur station on the light railway. (4) Laying of a 2′ 6″ gauge track from mile 19 on the light railway to Krishnagar city station on the Ranaghat-Godagari railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*contd.*			
Sara bridge (Eastern Bengal and Assam).	...	...	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ...	Surveyed ... ...
		(ii) Sirajganj to Brahmaputra right bank.	Do. ...
		(iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Do. ...
Sarai Kala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western State railway.	Sarai Kala to Srinagar *vid* Abbottabad	Do. ...
		Alternative Mandra to Srinagar *vid* Panjar...	Do. ...
Satara Road-Satara City railway (Bombay).	Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ... ...
Sealtick-Lala Bazar tramway (Eastern Bengal and Assam).	...	...	...
Shadipalli-Mehoo Suboo light railway (Bombay).	...	...	...
Shadipalli-Samara light railway (Bombay).			
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).	...	...	...
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are—	
		(i) *vid* Khallispur, Durgapur and Jhenida	Surveyed ... ...
		with a branch from Jhenida to Sulkopa.	Do. ...
		(ii) *vid* Khallispur and Kaliganj direct to Magura	Do. ...
		with a branch from Kaliganj to Sulkopa.	Do. ...
		(iii) *vid* Khallispur, Kaliganj and Jhenida	Do. ...
		with a branch from Jhenida to Sulkopa.	Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways ...	Shwebo and Thabeitkyin ...	Surveyed ... ...
Shwebo-Yeu light railway (Burma)	Burma railways ...	Shwebo and Yeu	Surveyed ...
Sihor-Palitana branch (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Sihor and Palitana	Surveyed ... ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	...	...	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).			
Sind Light railways	...	...	...
Singarayakonda-Kanigiri railway (Madras). (*New project.*)	Madras railway ...	Singarayakonda and Kanigiri ...	Under survey ...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	...	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway	Singia and Bhedarganj ...	Surveyed ... ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See " Ganges bridge at Godagari or Sara ".
5' 6"	49·48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.
5' 6"	3·22	3,70,008	The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.
3' 3⅜"	26·05	15,38,521	
5' 6"	200	2,98,85,284	The project, as now revised, provides for a 5' 6" gauge line from Sarai Kala to Juba, 75½ miles, worked as part of the North Western State railway, and for a metre gauge line worked by the Durbar from Juba to Srinagar, 119¾ miles, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar, respectively. The question of the electrification of the metre gauge section is under consideration, but it is probable that at the commencement it will be worked with steam.
3' 3⅜"	203	2,44,93,474	
5' 6"	182	3,02,04,184	The length and estimated cost of the sections resurveyed are as follows :—
3' 3⅜"	185	2,42,66,519	

	Gauge.	Length. Miles.	Cost. Rs.
Sarai Kala to Abbottabad with a ruling grade of 1 in 50.	5' 6"	51	79,49,856
Kashmir frontier to Srinagar with a ruling grade of 1 in 40.	3' 3⅜"	109·18	1,57,88,835

Resurveys are in progress on the Abbottabad-Juba and Juba-Kashmir frontier sections.

3' 3⅜"	10	7,01,910	The Government of Bombay recommend the abandonment of the project for the present.
...	...	...	See under " Cachar District tramways ".
...	...	...	See under " Light railways in Sind ".
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	51·75	49,94,494	This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained.
5' 6"	12·00		
5' 6"	48·00	53,07,874	
5' 6"	19·75		
5' 6"	55	52,49,115	
5' 6"	12		
3' 3⅜"	30·05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkobin, in which case the collieries will be served equally well, the length would be 22·75 miles and cost Rs. 9,93,840.
3' 3⅜"	22·09	...	This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals. The project estimates are awaited.
3' 3⅜"	17	5,20,791	This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.
...	...	...	See " Cachar District tramways ".
...	...	...	See " Light railways in Sind ".
Not stated, probably 2' 6".	39	...	The Government of Madras have recommended the construction of this line from the famine insurance fund in consideration of its protective value.
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	82·15	1,92,65,833	The cost by sections is as follows—

	Length. Miles.	Cost. Rs.
Singia to Madaripur ...	63·34	1,23,46,885
Madaripur to Bhedarganj ...	18·81	69,18,948

The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*concld.*			
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Sirajganj and Ullapara ...	Surveyed by the promoters
Sonaripur-Ramnagar ghat extension (United Provinces).	...	...	...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...
Sointilla-Sonpur branch (Bengal) .	Bengal-Nagpur railway .	Sointilla and Sonpur ...	Surveyed ... ...
Southern Shan States railway (Burma).	Burma railways . .	Thazi and Sinhe near Taunggyi...	Under survey ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sri Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ... ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	...	...
Sutang-Madna tramway (Eastern Bengal and Assam).			
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	Sutang and Madna	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).		Srimangal and Manumukh ...	Do. ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak *vid* Sylhet	Do. ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Do. ...
T			
Tadwale-Latur extension (Nizam's Hyderabad and Bombay). *(New project.)*	Barsi Light railway ...	Tadwale and Latur ...	Under survey ...
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	...	...
Taragupet (Bangalore)-Chikballapur light railway (Mysore).	...	...	...
Taungup branch (Burma) ...	...	...	...
Tewaraha-Sitamarhi branch (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Tewaraha and Sitamarhi ...	Surveyed ... ...
Tinnevelly-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevelly and Tiruchendur ...	Surveyed ... ...
Trichinopoly-Thondi branch (Madras).	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

auge (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
2′ 6″	18	11,00,000	This line was proposed for construction by private enterprise in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. The project appears to have been abandoned by the promoters.
...	...	...	See " Dudhwa branch extension to Ramnagar ghat ".
5′ 6″	60	48,00,000	
5′ 6″	48·24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
3′ 3⅜″	109·8	...	This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The results of a survey completed in 1907 show that the cost of the line will be Rs. 2,24,94,226, but that it can be built at a much less cost if at certain sections of the line different alignments are followed. Further surveys have accordingly been ordered.
3′ 3⅜″	...	...	This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.
3′ 3¾″	30·68	8,69,413	
...	...	...	See under " Sylhet District tramways ".
2′ 6″	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2′ 6″	22½	8,81,567	
2′ 6″	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2′ 6″	43	12,00,000	
2′ 6″	37	...	
...	...	...	See " Lower Sind branches ".
...	...	...	See " Bangalore (Taragupet)—Chikballapur light railway ".
...	...	...	See under " Assam-Burma connection railway ".
3′ 3⅜	30·05	...	This branch supersedes the " Muzaffarpur-Sitamarhi chord." It starts from mile 19 from Muzaffarpur on the projected Muzaffarpur-Darbhanga chord. The surveys have been completed and the detailed project and estimates are awaited.
3′ 3⅜″	37·60	20,52,003	This line has been proposed by the District Board of Tinnevelly from whom proposals for its financing are awaited.
3′ 3⅜″	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
Trichinopoly-Panruti railway (Madras).	South Indian railway ...	Trichinopoly *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur to Panruti.	Surveyed ...
Tumsar Road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar Road to Katangi ...	Surveyed ... ...
		Sidings to serve the mines ...	Do. ... ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	...	...
Vaigai Valley railway (Madras) .	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :—	
		(*i*) Periyakulam to Krishnama Naik's tope.	See "Remarks" ...
		(*ii*) Near Theni (mile 39) to Uttamapalaiyam.	
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur	Surveyed ... ...
		Alternative. Vadnagar to Vijapur ...	Do. ... ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras railway ...	Yerragudipad and Jammalamadugu.	Surveyed ... ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	...	...
Zankavav-Vajipur railway (Bombay.)	Bombay, Baroda and Central India railway. (Gaekwar's Kosamba-Zankavav railway).	Zankavav and Vajipur ...	Surveyed ... ...

DIX 38-A—*concluded.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	93·39	...	This line takes the place of the proposed Trichinopoly-Tirukkoyilur railway which was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5′ 6″ gauge route connecting India and Ceylon. The detailed project and estimates are awaited.
5′ 6″	32·89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5′ 6″	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
2′ 6″	55	See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required.
2′ 6″	5		
2′ 6″	18		A large portion of this project is covered by the Ammayanayakkanur-Uttamapalaiyam line proposed by the District Board of Madura.
3′ 3⅜″	16	5,34,280	This line will lie entirely within the territory of the Baroda Durbar who now favour the alignment from Vijapur to Vadnagar, which, together with the Durbar's existing Kalol-Vijapur railway, will form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways.
3′ 3⅜″	16·92	...	
5′ 6″	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
2′ 6″ 5′ 6″	24·05	10,45,904 12,46,831	
...	...	...	See "Assam-Burma connection railway".
2′ 6″	37·12	...	This will be an extension of the Kosamba-Zankavav railway which is now under construction. It was surveyed by the Bombay, Baroda and Central India railway in 1903, but no detailed project has yet been submitted.

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5′ 6″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. Appendix 18.		TRAIN-MILES. Appendix 18.		TON-MILES INCLUDING DEAD WEIGHT. Appendix 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (*a*)	Bengal-Nagpur	134·15	86·61	182·57	2,625·79	3,785·14	692·84	1,817·04
	Ratio	...	1	2·11	1	1·44	1	2·62
2 (*a*) to (*g*)	Bombay, Baroda and Central India ...	106·88	83·54	152·50	2,554·91	1,711·84	670·02	1,095·42
	Ratio	...	1	1·83	1·49	1	1	1·63
3 (*a*)	Eastern Bengal State	103·42	58·32	98·19	2,216·06	1,545·40	546·89	784·60
	Ratio	...	1	1·68	1·43	1	1	1·43
4 (*a*) to (*d*).	East Indian	335·46	270·06	552·94	8,530·86	10,698·77	2,677·27	6,533·11
	Ratio	...	1	2·05	1	1·25	1	2·44
5 (*a*) to (*f*).	Great Indian Peninsula	362·90	203·53	473·61	8,507·60	9,258·71	2,185·94	4,081·90
	Ratio	...	1	2·33	1	1·09	1	1·87
6 (*a*) to (*d*).	Madras	148·04	87·28	127·33	2,618·37	2,765·90	622·03	1,071·57
	Ratio	...	1	1·46	1	1·06	1	1·72
7 (*a*) & (*b*).	Nizam's Guaranteed State ...	18·14	12·08	38·35	380·20	765·33	109·57	315·37
	Ratio	...	1	3·17	1	2·01	1	3·04
8 (*a*) to (*g*).	North Western State	398·51	242·13	521·73	9,703·77	10,187·64	2,352·88	5,075·88
	Ratio	...	1	2·15	1	1·04	1	2·16
9 (*a*) & (*b*).	Oudh and Rohilkhand State ...	118·24	83·87	89·03	3,187·61	2,113·16	721·42	921·68
	Ratio	...	1	1·06	1·51	1	1	1·28

APPENDIX 39—*concld.*

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3′ 3⅜″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions.)	(In millions.)
10 (*a*)	Assam-Bengal	42·50	19·19	26·68	734·52	1,037·06	134·88	247·52
	Ratio	...	1	1·39	1	1·41	1	1·84
11 (*a*) & (*b*).	Bengal and North-Western ...	73·05	72·88	91·89	2,915·59	2,585·86	546·03	742·14
	Ratio	...	1	1·26	1·13	1	1	1·36
13 (*a*) to (*d*).	Bhavnagar-Gondal-Junagad-Porbandar	12·68	15·46	11·08	470·36	276·22	69·42	57·31
	Ratio	...	1·40	1	1·70	1	1·21	1
14 (*a*) & (*b*)	Burma	107·83	73·97	91·34	2,128·61	3,272·45	460·11	742·46
	Ratio	...	1	1·23	1	1·54	1	1·61
8 (*b*) and (*c*).	Eastern Bengal State	60·60	44·94	49·51	1,521·91	1,337·84	243·08	379·25
	Ratio	...	1	1·10	1·13	1	1	1·56
7 (*c*)	Hyderabad-Godavari Valley ...	14·81	11·98	19·73	415·20	549·59	76·40	112·37
	Ratio	...	1	1·65	1	1·32	1	1·47
17 (*a*) to (*c*).	Jodhpur-Bikaner	19·67	16·58	20·70	599·55	673·77	111·80	142·94
	Ratio	...	1	1·25	1	1·12	1	1·28
2 (*h*) to (*n*).	Rajputana-Malwa	140·41	105·13	173·68	4,074·24	4,547·60	711·72	1,299·07
	Ratio	...	1	1·65	1	1·12	1	1·82
19 (*a*) & (*b*).	Rohilkund and Kumaon	12·88	12·24	14·06	478·90	485·09	130·51	110·91
	Ratio	...	1	1·15	1	1·01	1·18	1
20 (*a*) to (*f*).	South Indian	76·53	87·77	64·65	2,739·34	2,258·29	450·90	481·73
	Ratio	...	1·36	1	1·21	1	1	1·07
21 (*a*) to (*k*).	Southern Mahratta	80·96	48·62	84·64	1,969·99	2,931·23	324·81	621·64
	Ratio	...	1	1·74	1	1·49	1	1·91

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian Railway working, 1907-1908, and proposals for 1908-1909, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1907-1908 will amount to Rs. 15,00,00,000 (£10,000,000), being more than half a crore in excess of the expenditure for the year 1906-1907.

2. For the year 1908-1909 the estimate provides for spending a sum of 15 crores (£10,000,000), which is the same as the programme for 1907-1908.

3. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1907-1908 will be 1,109¼ lakhs (£7,394,600), showing an increase of 187 lakhs in the expenditure under the same head for the previous year. Under the same heads in 1908-1909 provision is made for 1,149 lakhs (£7,659,200).

4. A comparison showing capital expenditure for 1908-1909 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling-stock.	Lines under construction.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1903-1904 (actual expenditure) .	5,58·77	3,13·68	84·62	9,57·07	6,380,468
1904-1905 („ „) .	5,02·76	4,86·91	88·62	10,78·29	7,188,600
1905-1906 („ „) .	7,68·19	5,49·46	32·26	13,49·91	8,999,430
1906-1907 („ „) .	8,92·21	5,28·91	26·50	14,47·62	9,658,100
1907-1908 (latest grants) . .	11,09·19	3,90·81	...	15,00·00	10,000,000
1908-1909 (proposed grants) .	11,48·88	3,31·12	20·00	15,00·00	10,000,000

5. The information showing in detail how the expenditure in 1907-1908 and 1908-1909 will be distributed is contained in statement A attached to this memorandum. The programme for 1908-1909 contemplates an outlay of Rs. 15 crores.

6. The mileage of lines of all gauges open to traffic on 1st April 1907 was 29,303 and under construction 2,629; on 1st April 1908 there will be 30,287 open and 1,987 under construction. At the end of the coming year there will be 1,066 miles under construction.

RAILWAY REVENUE ACCOUNT.

7. The railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the

APPENDIX 40—*contd.*

approximate figures for 1907-1908 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over Expenditure.	Equivalent in sterling.
	Rs.	Rs.	Rs.	Rs.	£
Actuals—					
1901-1902 . . .	30,33,90	14,23,85	14,83,06	1,26,99	846,600
1902-1903 . . .	30,20,08	14,74,08	15,11,66	34,34	228,900
1903-1904 . . .	32,33,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905 . . .	36,03,37	16,94,32	15,93,23	3,15,82	2,105,500
1905-1906 . . .	36,89,12	*16,95,16	16,93,67	3,00,29	2,001,900
1906-1907 . . .	39,35,41	19,28,39	16,60,87	3,46,15	2,307,700
†*Estimate*—					
1907-1908 . . .	41,56,72	21,53,62	17,13,89	2,89,21	1,928,100

* NOTE.—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

† Excluding Local Fund transactions.

Compared with the results of the previous year the figures for 1907-1908 show a decrease of Rs. 56,94,000 (£379,600). The receipts are more by Rs. 2,21,31,000 (£1,475,400), the working expenses are higher by Rs. 2,25,23,000 (£1,501,500), while interest charges, etc., have increased by Rs. 53,02,000 (£253,500).

GROSS RECEIPTS.

8. In 1906-1907 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new lines, development of traffic on existing lines, a heavy coal traffic on the East Indian railway, and large movements of food grains chiefly on the North Western, Eastern Bengal and Indian Midland railways. On the Great Indian Peninsula railway there was a falling off in traffic in food grains and cotton owing to short crops and production being below the average.

9. In the current year, while there has been a partial recovery in the earnings of the Great Indian Peninsula railway, the earnings from other railways have continued to expand, notably under coaching traffic on the East Indian railway, and famine traffic on the North Western railway. The earnings of the Burma, Oudh and Rohilkand, Southern Mahratta and Bombay, Baroda and Central India railways also show large increases due to general development of traffic.

10. The more important increases are :—

	Rs.
East Indian	26,45,000
North Western	73,91,000
Oudh and Rohilkhand	15,44,000
Southern Mahratta	13,11,000
Great Indian Peninsula	15,47,000
Burma railways	14,28,000
Bombay, Baroda and Central India	9,23,000
Eastern Bengal	11,17,000

APPENDIX 40—*contd.*

WORKING EXPENSES.

11. The increase in working expenses during the year 1907-08 is estimated to amount to Rs. 2,25,23,000 (£1,501,500).

This increase is due partly to more traffic being carried than was estimated for when the budget was prepared and partly to circumstances which tend to steadily increase the cost of working Indian railways.

12. The rise in the cost of living in India both for Europeans as well as for Indians has necessitated a considerable rise in salaries of the working staff. The high price of grain too has rendered it necessary to grant grain allowances on a large scale.

The enormous rise in the price of coal is a most serious item in increased working expenses and is, moreover, one that seems at the present time to be likely to increase rather than diminish in the future.

13. The steady cause of increased working expenses is the pressing demand for more rapid transport facilities, and more conveniences to the travelling public. These improvements which take time to mature are being steadily carried out, as far as financial considerations permit of their being done. They throw a greater burden on revenue than was the case a few years ago.

OPEN LINE CAPITAL REQUIREMENTS.

14. The total amount allotted during 1908-1909 to open lines, *viz.*, 1,149 lakhs (£7,659,200) out of a total for the year of 1,500 lakhs (£10,000,000), has been divided between open line works and additional rolling-stock approximately as follows:—

		Lakhs. Rs.
1908-1909	Open line works...	601¼
	Rolling-stock	547¾

This shows an increase of 95 lakhs under open line works and a decrease of 55¼ lakhs under rolling-stock, in comparison with the provision made under these heads in 1907-1908, the figures for which were as follows:—

		Lakhs. Rs.
1907-1908	Open line works...	506¼
	Rolling-stock	603

The figures for 1907-1908 include the extra grant of 1½ crores sanctioned by the Secretary of State during the year which was divided between open line works generally and rolling-stock to the extent of about 115 lakhs and 35 lakhs, respectively.

15. With the present demand of the trade for more rolling-stock on Indian railways the decrease of 55¼ lakhs in the provision for rolling-stock for 1908-1909 than during the previous year requires some explanation. Large additions to rolling-stock on a railway cannot be efficiently used unless additions to and improvements in open line works which are required to facilitate the effective working of the additional stock are also carried out.

16. For the year 1907-1908 the amount allotted for rolling-stock was a crore in excess of that allotted for works, and as a great deal of the stock thus obtained will not come into use until the year 1908-1909, the most pressing claims during the coming year are for works to enable the increased stock to be made use of most effectively.

It thus becomes necessary to provide increased funds during 1908-1909 to enable the necessary works and facilities to be carried out simultaneously with the provision of the additional rolling-stock, and it will be observed that the increase in the grant for works largely exceeds the decrease in the grant for rolling-stock.

APPENDIX 40—*contd.*

17. In their previous memoranda the Railway Board have stated that in their opinion the standard of equipment of Indian railways had not been maintained at a rate commensurate with the development of the trade, and within the financial restrictions imposed on them they have devoted as much of the capital at their disposal to meeting the cost of open line requirements including additional rolling-stock as other claims on their resources permitted them to do.

18. For the year 1908-1909 they propose to restrict outlay on new construction as much as is possible, feeling that the demands of open lines for works to meet the requirements of existing trade have the first claim on their resources.

LINES IN PROGRESS AND NEW LINES.

19. Previous to the receipt of the Secretary of State's order regarding the extra 1½ crores for 1908-1909, 280 lakhs had been distributed to lines in progress. It is intended to increase this to 331 lakhs, and accordingly 51 lakhs have been shown in statement A as reserved for this purpose, which includes the 1·10 lakhs, originally allotted to the Bezwada-Masulipatam railway as the District Board of Kistna will meet further capital outlay on this railway from their accumulated revenue and not from Provincial loans.

20. After meeting the requirements of open lines and lines in progress as above 20 lakhs remain for new lines for which no allotment had previously been provided in the detailed statement. This 20 lakhs will be distributed over (1) the Nagpur-Itarsi railway, (2) the Sini-Gurumaishini branch of the Bengal-Nagpur railway—both on the 5′ 6″ gauge. The commencement of the earthwork on the former is considered desirable in order to afford employment to the inhabitants of certain districts where scarcity prevails and funds will be allotted for this purpose. The latter line is 44 miles long and is intended mainly to serve Messrs. Tata & Co.'s Steel and Iron Works which are to be located at Kalimati.

GENERAL.

21. The year 1907-1908 has been one of considerable anxiety and trouble to railway administrations.

There has been considerable unrest among the working staff, which in the case of some lines caused serious dislocation to traffic and heavy losses to both the railways and the trade of the country.

The existence of a very serious famine in Northern India has caused increased difficulties in working traffic, the normal trend of which was entirely changed for a time, so that what would ordinarily have been a large export traffic was suddenly diverted to other destinations the routes to which were not fully provided with sufficient facilities to meet the enormous increase in the traffic required to be carried over them.

22. The railway systems of India are now in a state of transition during which they are endeavouring to deal with the rapid development of traffic with inadequate facilities for doing so. The Railway Board and railway administrations are, however, fully alive to the fact that trade has been expanding more rapidly than railway facilities and capital is being spent as freely as financial considerations permit in developing the carrying power of Indian railways and bringing them up to the requirements of the times, the process must, however, necessarily be a gradual one as a consequence of the restricted funds available for the purpose.

23. Attention is invited to statement B attached to this memorandum which shows proposed new lines which are under negotiation for construction by private companies, and also to statement C which shows the progress of railway construction during the year.

APPENDIX 40—*contd.*

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1908-1909.

[Branch lines under rebate terms are excluded.]

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)
	A.—OPEN LINES.	Rs.	Rs.
	I. (i)—STATE, BY STATE AGENCY.		
	Eastern Bengal—		
1	Main line	96·19	85·90
2	Murshidabad branch		
3	Jodhpur-Hyderabad (British section)	1·93	0·34
	North Western—		
4	Main line	165·85	215·98
5	Kalka-Simla		
6	Khushalgarh-Kohat conversion and Indus bridge	9·48	1·47
7	Rohri-Samasata, doubling	13·65	3·97
8	Shahdara-Sangla	2·65	0·86
9	Jech-Doab (Southern section)	0·96	...
	Oudh and Rohilkhand—		
10	Main line	51·34	31·36
11	Allahabad-Jaunpur	2·74	...
12	Warora Colliery	—1·69	...
13	Amount to complete payment for rolling-stock, see note below	...	119·17
	Total Open lines, State, by State Agency	343·10	459·05
	I. (ii)—STATE, BY AGENCY OF COMPANIES.		
14	Assam-Bengal	2·15	28·91
15	„ „ Land	0·12	...
	Bengal and North-Western—		
16	Tirhoot	21·50	20·02
17	Tirhoot extensions	15·98	8·50
	Bombay, Baroda and Central India—		
18	Main line	33·00	34·31
19	Rewari-Phulera	2·12	...
20	Rajputana-Malwa	36·28	36·09
	East Indian—		
21	Main line	186·02	147·72
22	Agra Junction-Belinganj		
23	Hariharpur-Barakar		
24	Khurja-Hapur		
	Great Indian Peninsula—		
25	Main line	158·68	117·60
26	Agra-Delhi chord	1·30	0·05
27	Bhopal-Itarsi (British section)	1·10	1·00
28	Lonavla-Poona, doubling	...	0·50
	Nizam's Guaranteed State—		
29	Bezwada extension	0·02	0·03
	Rohilkund and Kumaon—		
30	Kachlaghat bridge	0·76	...
	Carried over	459·03	394·73

NOTE TO ITEM 13.—This amount is to complete payment for special additional rolling-stock ordered and partly paid for in 1907-1908 under indent No. 14 of 25th April 1907 for 5′ 6″ gauge open lines only and is being distributed over both State and Company worked lines. The entry under State is merely a matter of convenience.

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1907-08.	Distribution of grants during 1908-09.
(1)	(2)	(3)	(4)
		Rs.	Rs.
	Brought forward .	459·03	394·73
	A.—OPEN LINES—*concld.*		
	I. (ii)—State, by Agency of Companies—*concld.*		
	South Indian—		
31	Main line	22·00	28·68
32	Azhikal-Mangalore	6·92	—2·62
33	Madras railway section	4·87	2·30
34	Nilgiri railway	0·15	0·45
35	Travancore branch (Native State section)	—0·03	0·05
36	„ „ (British section)	0·15	0·15
	Southern Mahratta—		
37	Madras railway, North-East line	8·40	...
38	Madras railway section	13·00	7·56
39	Guntakal-Mysore Frontier	0·10	...
	Total Open Lines, State, by Agency of Companies .	514·59	431·30
39A	I(iii) further amount for distribution among open lines out of additional grant of 1·50 crores sanctioned by the Secretary of State on 5th March 1908.	...	80·00
	Total .	...	80·00
	II.—From Capital of Indian Railway Companies.		
40	Assam-Bengal	26·82	...
	Bengal-Nagpur—		
41	Main line		
42	Midnapur-Jharia		
43	Pench Valley	119·35	65·68
44	Satpura (Jubbulpore-Gondia)		
45	Sini-Midnapur-Cuttack-Calcutta		
	Burma—		
46	Main line		34·27
47	Hlawga-Letpadan, doubling		...
48	Thingangyan-Pegu	56·57	14·00
49	Irrawaddy Bridge, Sagaing		3·00
	Great Indian Peninsula—		
50	Indian Midland	12·44	13·60
	Rohilkund and Kumaon—		
51	Lucknow-Bareilly	2·65	14·00
	Southern Mahratta—		
52	Main line	21·24	33·68
	Total Open Lines, other Companies .	239·07	178·23
	III.—From the Capital Account of the old Guaranteed Companies.		
53	Madras railway	42·37	...
54	„ extensions	0·33	...
	Total Open Lines, Guaranteed Companies .	42·70	...
	IV.—From Capital of Branch Line Companies with firm Guarantee.		
55	Hardwar-Dehra	0·03	0·30
	Total Open Lines, Branch Line Companies .	0·03	0·30

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1906-1907.	Grants allotted during 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	B.—CONSTRUCTION OF LINES.	Miles.	Rs.	Rs.	Rs.	Rs.
	I. (i)—State, by State Agency.					
	Lines in Progress.					
56	Coonoor-Ootacamund	12	28·53	15·60	8·73	3·57
	Eastern Bengal—					
57	Forbesganj-Nepal Frontier	7	2·22	1·66	0·65	0·20
58	Golakganj-Gauhati	149	129·87	83·34	16·27	16·00
59	Katihar-Godagari	105	121·72	68·47	23·88	18·00
	Nagda-Muttra—					
60	Main line	340	417·93	224·48	77·31	70·87
61	Baran-Kotah	40	45·92	20·40	13·00	11·00
	North Western—					
62	Kohat-Thal conversion	63	40·80	4·71	8·47	...
63	Thal-Parachinar	60	88·05			
64	Lodhran-Khanewal	57	45·15	7·58	26·70	9·50
65	Loi-Shilman	22	72·30	28·79	17·86	11·60
66	Shorkot Road-Chichoki	131	101·95	3·53	13·96	16·00
	Total	...	...	458·56	206·83	156·74
	I. (ii)—State, by Agency of Companies.					
	Lines in Progress.					
	Assam-Bengal—					
67	Akhaura-Bhairab Bazar	19	19·24	6·50	...	8·00
68	Kalaura-Khooseara	16	7·80	0·32	...	...
	Burma—					
69	Henzada-Kyangin	66	65·05	138·48	42·00	30·50
70	Pegu-Moulmein	121	142·84			
	East Indian—					
71	Bhagalpur-Bausi	31	23·31	5·12	0·49	35·10
72	Hooghly-Katwa	65	58·46	6·59	2·90	
73	Katwa-Barharwa	103	86·37	1·91	7·00	
	Great Indian Peninsula—					
74	Bombay Harbour branch	8	62·21	21·76	5·70	5·00
75	Warora-Bellarpur	38	39·94	29·64	7·48	2·00
	Carried over	...	...	210·32	65·57	80·60

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1906-1907.	Grants allotted during 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Miles.	Rs.	Rs.	Rs.	Rs.
	Brought forward .	...	...	210 32	65·57	80·60
	B.—CONSTRUCTION OF LINES—*concld.*					
	I. (ii)—State, by Agency of Companies—*concld.*					
	Lines in Progress—concld.					
	Southern Mahratta—					
76	Dhone-Kurnool	32	9·66	1·07	4·00	4·48
	Total .	...	...	211·39	69·57	85·08
76A	I (iii). Further amount for distribution amongst lines under construction out of additional grant sanctioned by the Secretary of State on 5th March 1908 . .	...	...	...	...	50·00
	II.—From Capital of Indian Railway Companies.					
	Lines in Progress.					
	Assam-Bengal—					
77	Akhaura-Bhairab Bazar	...	...	...	4·41	...
	Bengal-Nagpur—					
78	Gondia-Chanda and Brahmapuri-Nagpur branch . . .	212	117·80	31·39	40·15	22·50
79	Kamptee-Ramtek	17	7·42	3·20	4·22	0·70
80	Nainpur-Mandla	26	11·55	0·99	4·84	5·00
81	Purulia-Ranchi	72	41·08	26·39	9·20	5·00
82	Vizianagram-Parbatipur (Raipur-Vizianagram project) . .	49	35·00	4·59	15·89	5·00
	Total .	...	...	66·56	78·71	38·20
	IV.—From Capital of Local Boards.					
83	Bezwada-Masulipatam	50	22·93	13·40	5·40	...
	C.—NEW LINES.					
	I. (ii)—State, by Agency of Companies.					
	Great Indian Peninsula—					
84	Itarsi-Nagpur and branch to Pench Valley Coal Fields .	260	410·00	...	...	
	II.—From Capital of Indian Railway Companies.					20·00
	Bengal-Nagpur—					
85	Sini-Gurumaishini	44	32·29	...	...	
	Total ...	...	...	...	...	20·00

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—concld.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Distribution of grants for 1908-1909.	
(1)	(2)	(3)	
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.	Rs.	Rs.
	A.—Capital for Open Lines.		
	I. (i) State, by State agency	*459·05	
	I. (ii) State, by agency of Companies	431·30	
	I. (iii) Reserve to be distributed, see item 39 A	80·00	
	II. Indian Railway Companies	178·23	
	III. Branch Line Companies	0·30	
	Total Open Lines		11,48·88
	B.—Capital for Lines in Progress.		
	I. (i) State, by State agency	156·74	
	I. (ii) State, by agency of Companies	85·08	
	I. (iii) Reserve to be distributed, see item 76 A	†51·10	
	II. Indian Railway Companies	38·20	
	III. Branch Line Companies	...	
	Total Lines in Progress		331·12
	C.—Reserve for new lines from the grant of 1·50 crores sanctioned by the Secretary of State on 5th March 1908, see items 84 and 85	20·00	20·00
	GRAND TOTAL		15,00·00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.		
I.—From Imperial Funds.	(i) State, by State agency (a) Open Lines	*459·05	
	(i) State, by State agency (b) Construction	156·74	
	Total (i)		615·79
	(ii) State, by agency of Companies (a) Open Lines	431·30	
	(ii) State, by agency of Companies (b) Construction	85·08	
	Total (ii)		516·38
	Total I		11,32·17
II.—From Capital of Indian Railway Companies	(a) Open Lines	178·23	
	(b) Construction	38·20	
	Total II		216·43
III.—From Capital of Branch Line Companies with firm Guarantee.	(a) Open Lines	0·30	
	(b) Construction	...	
	Total III		0·30
Total I to III	(a) Open Lines	10,68·88	
	(b) Construction	280·02	13,48·90
	Additional grant for open lines and lines in progress and reserve for new lines to be started in 1908-1909, see items 39A, 76A, 84 and 85	151·10	†151·10
	GRAND TOTAL	15,00·00	15,00·00

* See note under item 13.

† Includes 1·10 lakhs originally allotted to the Bezwada-Masulipatam railway.

APPENDIX 40—*contd.*

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

No.	NAME OF RAILWAY.	Length.	Estimated cost.	
(1)	(2)	(3)	(4)	(5)
		Miles.	Rs.	
	Bengal—			
1	Behar Silao	10	2,70,000	This is a tramway.
	Bombay—			
2	Dholka-Dholera . . .	40	18,00,000	Approximate amount.
3	Idar Road to Bramhakhed . .	32	Not stated.	
4	Nadiad *vid* Kapadvanj to Meghraj with branch from Malpur to Godhra	112	Do.	
	Bombay and Hyderabad (Nizam's)—			
5	Tadwale to Latur	37	Do.	
	Central Provinces—			
6	Murtajapur Pisgaon . . .	150	55,48,000	
	Madras—			
7	Tinnevelly-Tiruchendur . .	38	20,52,000	
	Punjab—			
8	Jullundur-Doab Group . . .	124	1,00,00,000	Approximate amount.
9	Kaithal-Thanesar	29	Not stated.	
10	Kasur-Lodhran	210	Do.	
11	Patti-Kasur	30	Do.	
	United Provinces and Oudh—			
12	Jalesar Road-Kasganj . . .	50	20,00,000	Approximate amount.
13	Pilibhit-Barmdeo	38¾	12,91,844	This is a tramway.

APPENDIX 40—*contd.*

STATEMENT C.

Memorandum on the construction of railways.

At the commencement of 1907-1908, *i.e.*, on the 1st April 1907, the total length of railways open for traffic was 29,303·37 miles, made up as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5′ 6″ gauge—			
(i) State lines worked by the State—			
Eastern Bengal	500·20		
Nagda-Muttra	40·00		
North Western	(*a*) 3,371·71		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,135·14	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Azhikal-Mangalore (*d*)	56·35		
Bengal-Nagpur	1,722·12		
Bezwada extension (*e*)	20·58		
Bhopal-Itarsi (*British section*) (*c*)	13·11		
Bombay, Baroda and Central India	(*f*) 504·35		
East Indian	2,165·04		
Godhra-Rutlam-Nagda (*g*)	141·14		
Great Indian Peninsula	1,561·63		
Indian Midland (*c*)	809·85		
Madras (North-East line) (*d*)	(*h*) 498·04		
		7,618·20	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras	...	905·01	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*i*)	...	32·04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*j*)	27·49		
Southern Punjab (*j*)	425·33		
Southern Punjab (Ludhiana) extension	155·05		
Tapti Valley (*g*)	155·48		
		763·35	
Carried over	...	14,453·74	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line and 1·81 miles of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by the Madras Railway Company.

(*e*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*f*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.

(*g*) Worked by the Bombay, Baroda and Central India Railway Company.

(*h*) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna block hut and 1·08 miles of 3′ 3⅜″ gauge line between Kistna block hut and Tadepalli.

(*i*) Worked by the Oudh and Rohilkhand State railway.

(*j*) Worked by the North Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	14,453·74	
5′ 6″ gauge—concld.			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*) . . .	...	162·36	
B. Receiving land only from Government—			
Tarkessur (*a*)	...	22·23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*) .	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold Fields (*c*)	9·88		
Nagda-Ujjain (*d*)	34·32		
Nizam's Guaranteed State	(*e*) 330·13		
Petlad-Cambay (Anand-Tarapur section) (*d*) .	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*)	12·30		
		711·31	
B. Worked by State railway agency—			
Jammu and Kashmir (*Native State section*) (*f*) and (*g*).	15·98		
Ludhiana-Dhuri-Jakhal (*f*)	78·65		
Rajpura-Bhatinda (*f*)	107·05		
		201·68	
(viii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge	...	...	15,630·08
3′ 3⅜″ gauge—			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*) .	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari extension and the Ranaghat-Krishanagar and Teesta-Kurigram branches*)	687·42		
Dacca section	85·92		
		852·94	
Carried over .	...	852·94	15,630·08

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*f*) Worked by the North Western State railway.
(*g*) The British section of this railway forms an integral part of the North Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line of the Oudh and Rohilkhand State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	852·94	15,630·08
3′ 3⅜″ gauge—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775·28		
Bellary-Rayadrug (*a*)	33·35		
Burma	1,340·15		
Guntakal-Mysore Frontier (*a*)	119·50		
Hospet-Kottur (*a*)	48·03		
Jodhpur-Hyderabad (*British section*) (*b*) and (*c*)	123·98		
Lucknow-Bareilly (*d*)	237·04		
Mysore section (Southern Mahratta) (*a*)	296·22		
Nilgiri (*e*)	16·99		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	(*g*) 1,774·36		
South Indian	1,130·00		
Southern Mahratta	1,042·04		
Tinnevelly-Quilon (Travancore) (*British section*) (*h*)	50·48		
Tirhoot (*i*)	658·63		
		7,663·33	
(xi) District Boards' lines—			
Tanjore District Board (*h*)	...	103·36	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpur Jagannathganj (*j*)	53·22		
		141·42	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	117·87	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western	993·12		
Bengal Dooars extensions	116·56		
Deoghur	4·79		
		1,114·47	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*k*)	...	8·50	
Carried over	...	10,115·79	15,630·08

(*a*) Worked by the Southern Mahratta Railway Company.
(*b*) Worked by the Jodhpur-Bikaner railway.
(*c*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Madras Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 mile between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
(*h*) Worked by the South Indian Railway Company.
(*i*) Worked by the Bengal and North-Western Railway Company.
(*j*) Worked by the Eastern Bengal State railway.
(*k*) Worked by the Assam Railways and Trading Company.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	10,115·79	15,630·08
3′ 3⅜″ gauge—concld.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar	(*a*) 334·19		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*) 94·64		
Udaipur-Chitor	67·30		
		1,326·63	
B. Worked by Companies—			
Birur-Shimoga (*e*)	37 92		
Gaekwar's Mehsana (*f*)	92·63		
Hindupur (Yesvantpur-Mysore Frontier) (*e*)	51·35		
Hyderabad-Godavari Valley (*g*)	(*h*) 391·13		
Jaipur (*f*)	32·18		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*j*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		814·38	
(xvi) Lines in Foreign Territory—			
Karaikkal-Peralam (*j*)	14·65		
Pondicherry (*j*)	7·85		
West of India Portuguese (*e*)	51·10		
		73·60	
Total 3′ 3⅜″ gauge	...	...	12,330·40
2′ 6″ and 2′ 0″ gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2′ 0″) (*k*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*k*)	59·44		
Khushalgarh-Kohat-Thal (2′ 6″) (*k*)	91·73		
Nowshera-Durgai (2′ 6″) (*k*)	40·25		
		229·35	
Carried over	...	229 35	27,960·48

(*a*) Includes 5·23 miles of Bhavnagar Dock estates and Junagad quarry lines.
(*b*) Worked by the Bhavnagar-Gondal-Junagad Porbandar railway.
(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.
(*d*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.
(*e*) Worked by the Southern Mahratta Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*i*) Worked by the Madras Railway Company.
(*j*) Worked by the South Indian Railway Company.
(*k*) Worked by the North Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	229·35	27,960·48
2′ 6″ and 2′ 0″ gauges—concld.			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2′ 6″) (*a*) .	250·77		
Morappur-Dharamapuri (2′ 6″) (*b*) . .	18·53		
Raipur-Dhamtari (2′ 6″) (*a*) . . .	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*) . .	25·38		
		351·62	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″) . . .	51·00		
Thaton-Duyinzaik (2′ 6″)	7·76		
		58·76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″) . . .	26·06		
Bukhtiarpore-Behar Light (2′ 6″) . .	18·50		
Howrah-Amta Light (2′ 0″) . . .	37·19		
Howrah-Sheakhala Light (2′ 0″). . .	19·75		
Tezpore-Balipara Light (2′ 6″) . . .	20·10		
		121·60	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	12·61		
Powayan Light (2′ 6″) (*d*)	39·50		
		130·61	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″) . .	...		
		33·27	
(xxi) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	...	11·67	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*) . . .	94·48		
Gwalior Light (2′ 0″) (*c*)	183·53		
Mourbhanj (2′ 6″) (*a*).	32·41		
Parlakimedi Light (2′ 6″) (*a*) . . .	24·62		
Rajpipla (2′ 6″) (*e*)	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	1,342·89
Total mileage open of all railways on the 31st March 1907 .	...	...	29,303·37

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the Madras Railway Company.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway.

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the same date was 3,149·82 miles, as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur line	3·39			
Lalgola to Lalgola Ghat	2·75			
		6·14		
Nagda-Muttra	...	340·50		
North Western—				
Kacha Garhi to mile 22·50	22·50			
Khushalgarh bridge and approaches	3·63			
Lodhran to Khanewal	56·59			
Sangla Hill to Shahdara (near Lahore)	55·57			
Shorkot Road to Chichoki	130·65			
		268·94		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*)	37·12			
Rosa to Sitapur (*a*)	51·36			
		88·48		
			704·06	
(ii) State lines worked by companies—				
Azhikal-Mangalore—				
Kumbla to Mangalore	...	20·91		
Bengal-Nagpur—				
Kamptee to Ramtek	14·74			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*)	44·00			
Vizianagram to Raipur	310·62			
		371·89		
East Indian—				
Agra direct access	1·75			
Barharwa to Katwa	99·14			
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Khurja to Hapur	38·87			
Mile 170⅞ from Howrah on the Jharia branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		258·72		
Great Indian Peninsula—				
Kurla to Mazagaon	6·87			
Mahim link	1·32			
Warora to Balharshah	37·59			
		45·78		
Salem-Attur (*a*)	...	36·06		
			733·36	
Total 5′ 6″ gauge	...	...	...	1,437·42
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati	115·87			
		...	228·27	
Carried over	...	...	228·27	1,437·42

(*a*) Commencement of work not authorized.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	228·27	1,437·42
3′ 3⅜″ gauge—concld.				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	19·00			
Kalaura to the Khooseara river	16·00			
		35·00		
Burma—				
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		72·95		
Burma extensions—				
Henzada to Kyangin . .	65·66			
Pegu to Martaban . .	121·27			
		186·93		
Dhone-Kurnool . . .	...	32·00		
Nilgiri—				
Coonoor to Ootacamund .	...	11·75		
South Indian—				
Portion of the Rameswaram extension . . .	3·17			
Tangachimadam to Port Ampthill	1·71			
Tiruppachetti to Sivagunga .	9·00			
		13·88		
Tirhoot—				
Bairagnia to Narkatiaganj .	58·05			
Bhagalpur Kachery to Bhagalpur	0·79			
Mansi to Makhana Bazar .	16·04			
Narkatiaganj to Bagaha .	26·24			
Saharsa to Murliganj . .	18·61			
		119·73		
			472·24	
(v) District Boards' lines—				
Bezwada-Masulipatam . .	...	...	49·47	
(vi) Assisted companies' lines—				
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur . .	36·43			
Moradabad to Ramnagar .	47·69			
			84·12	
B. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat .	...	...	8·52	
C. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi . .	72·58			
Burhwal to Sitapur . .	59·79			
Daronda to Maharajganj .	3·90			
Savan to Thawe . . .	17·83			
			154·10	
(vii) Native State lines worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji .	16·74			
Kheralu to Dabhora . .	7·73			
Manund Road to Harij .	21·37			
		45·84		
Jaipur—				
Nawai to Siwai Madhopur .	...	40·65		
		5·77		
Sangli	...			
			92·26	
Total 3′ 3⅜″ gauge .	...	...	...	1,088·98
Carried over .	...	...	...	2,526·40

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	2,526·40
2′ 6″ and 2′ 0″ gauges—				
(viii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British Frontier	...	...	6·80	
(ix) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Chanda . . .	148·65			
Nagbhir to Nagpur . . .	63·75			
		212·40		
Jubbulpore-Gondia extension (2′ 6″)—				
Khirsadoh to Sirgora . .	7·76			
Nainpur to Mandla . .	32·14			
		39·90		
Purulia-Ranchi (2′ 6″) . .	...	72·28		
			324·58	
(x) Assisted companies' lines—				
A. Subsidized by District Boards—				
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
			12·50	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	30·00			
Delhi-Shahdara to Saharanpur .	95·00			
		125·00		
			144·50	
(xi) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	27·38		
Dholpur-Bari (2′ 6″) . .	...	19·25		
			46·63	
B. Worked by companies—				
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . .	...	...	66·39	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British Frontier (*a*) . . .	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	623·42
Total of all railways under construction or sanctioned for construction on the 31st March 1907	...	...	...	3,149·82

There was thus a grand total of railways completed and in hand on the 1st April 1907, of 32,453·19 miles.

(*a*) Commencement of work not authorized and question of gauge not finally settled.
(*b*) Commencement of work not authorized.
(*c*) Completion deferred.

APPENDIX 40—*contd.*

During 1907-1908, *i.e*, from the 1st April 1907 to the 31st March 1908, 301·57 miles of new railway have been authorized as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
3′ 3⅜″ gauge—			
(i) State lines worked by companies—			
South Indian—			
Rameswaram to Danishkodi	...	11·30	
(ii) Assisted companies' lines receiving land only from Government—			
Bengal and North-Western—			
Madho Singh to the Ganges river opposite Mirzapur	10·30		
Mirpur Khas-Jhudo	48 00		
		58·30	
(iii) Native State lines worked by Native States—			
Bikaner—			
Seyangarh to Hissar	135 68		
Jodhpur—			
Degana to Seyangarh	61·35		
		197·03	
Total 3′ 3⅜″ gauge	...	...	266 63
2′ 6″ gauge—			
(iv) Assisted companies' lines subsidized by District Boards—			
Baraset-Basirhat Light—			
Basirhat to Hosanabad	...	8·50	
(v) Native State lines worked by companies—			
Kosamba-Zankavav	...	26·44	
Total 2′ 6″ gauge	...	...	34·94
Total	...	...	301·57

And 985·16 miles have been or are likely to be opened to public traffic as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur Line	*4·51			
Lalgola to Lalgola Ghat	2·75			
		7·26		
North-Western—				
Khushalgarh bridge and approaches	*3·67			
Sangla Hill to Shahdara (near Lahore)	55·57			
		59·24		
			66·50	
(ii) State lines worked by companies—				
Azhi'kal-Mangalore—				
Kumbla to Mangalore	...	20·91		
Bengal-Nagpur—				
Kamptee to Ramtek	...	*14·24		
East Indian—				
Agra direct access	1 75			
Barharwa to Dhulian	17·35			
Khurja to Hapur	*39·54			
		58·64		
Great Indian Peninsula—				
Warora to Balharshah	...	*37·50		
Nagda-Muttra—				
Nagda to Kotah	...	140·54		
			271·83	
Total 5′ 6″ gauge	...	...	...	338·33
Carried over	...	...	...	338·33

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles (5)
Brought forward .	...	...	...	338·33
5′ 3¾″ gauge—				
(iii) State lines worked by companies—				
Burma extensions—				
Henzada to Danbi . . .	13·50			
Pegu to Martaban . . .	121·27			
		134·77		
Tirhoot—				
Bairagnia to Narkatiaganj . .	*56·62			
Bhagalpur Kachery to Bhagalpur	0·79			
Mansi to Makhana Bazar . .	16·04			
Narkatiaganj to Bagaha Ghat .	26·24			
Saharsa to Murliganj . . .	18·61			
		118·30		
(iv) District Boards' lines—				
			253·07	
Bezwada-Masulipatam . . .	...	...	*49·38	
(v) Assisted companies' lines—				
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur . . .	36·43			
Moradabad to Ramnagar . .	47·69			
			84·12	
B. Receiving land only from Government—				
Bengal and North-Western—				
Daronda to Maharajganj . .	3·90			
Savan to Thawe	*17·82			
			21 72	
(vi) Native State lines worked by companies—				
Jaipur—				
Nawai to Siwai Madhopur . .	...	*40·66		
Sangli—				
Miraj to Sangli	...	*1·90		
			45·56	
Total 3′ 3¾″ gauge .	...	...	...	453·85
2′ 6″ gauge—				
(vii) State lines worked by companies—				
Jubbulpore-Gondia extension—				
Khirsadoh to Sirgora . . .	...	*8·43		
Purulia-Ranchi	...	72·28		
			80·71	
(viii) Assisted companies' lines receiving land only from Government—				
Shahdara (Delhi)-Sabaranpur—				
Delhi-Shahdara to Saharanpur .	...	...	*93·02	
(ix) Native State lines worked by Native States—				
Dholpur-Bari	...	...	19·25	
Total 2′ 6″ gauge .	...	...	...	192·98
Total .	...	...	...	985·16

* Correction of mileage.

APPENDIX 40—*contd.*

The total length of open line at the commencement of 1908-1909, *i.e.*, on the 1st April 1908, will therefore be 30,286·65 miles, comprising—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5′ 6″ gauge—			
(i) State lines worked by the State—			
Eastern Bengal	507·47		
North-Western	(*a*)*3,460·15		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,190·85	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Azhikal-Mangalore (*d*)	77·26		
Baran-Kotah (*c*)	40·00		
Bengal-Nagpur	*1,733·36		
Bezwada extension (*e*)	20·58		
Bhopal-Itarsi (*British section*) (*c*)	13·11		
Bombay, Baroda and Central India	(*f*) 504·35		
East Indian	*2,226·09		
Godhra-Rutlam-Nagda (*g*)	141·14		
Great Indian Peninsula	1,599·13		
Indian Midland (*c*)	809·85		
Madras (North-East line) (*h*)	(*i*) 498·04		
Madras and Southern Mahratta	535·75		
South Indian	369·27		
Nagda-Muttra (*g*)	140·54		
		8,834·46	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras	...	(*j*)	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*k*)	...	32·04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*l*)	27·49		
Southern Punjab (*l*)	425·33		
Southern Punjab (Ludhiana) extension (*l*)	155·05		
Tapti Valley (*g*)	155·48		
		763·35	
Carried over	...	14,820·70	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North-Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line, and 1·81 miles of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by the South Indian Railway Company.

(*e*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*f*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.

(*g*) Worked by the Bombay, Baroda and Central India Railway Company.

(*h*) Worked by the Madras and Southern Mahratta Railway Company.

(*i*) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna block hut, and 1·08 miles of 3′ 3⅜″ gauge line between Kistna block hut and Tadepalli.

(*j*) Purchased by the State on 1st January 1908 and transferred to "State lines worked by companies" under the headings "Madras and Southern Mahratta" and "South Indian."

(*k*) Worked by the Oudh and Rohilkhand State railway.

(*l*) Worked by the North-Western State railway.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	14,820 70	
***5′ 6″ gauge*—concld.**			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*)	...	162·36	
B. Receiving land only from Government—			
Tarkessur (*a*)	...	22·23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*) .	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold-fields (*c*)	9·88		
Nagda-Ujjain (*d*)	34 32		
Nizam's Guaranteed State	(*e*) 330·13		
Petlad-Cambay (Anand-Tarapur section) (*d*).	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*)	12·30		
		711·31	
B. Worked by State railway agency—			
Jammu and Kashmir (*Native State section*) (*f*) and (*g*)	15·98		
Ludhiana-Dhuri-Jakhal (*f*) . . .	78·65		
Rajpura-Bhatinda (*f*)	107·05		
		201·68	
(viii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge .	...	...	15,997·04
***3′ 3⅜″ gauge*—**			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*) . .	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches*)	*680·22		
Dacca section	85·92		
		845·74	
Carried over .	...	845·74	15,997·04

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras and Southern Mahratta Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*f*) Worked by the North-Western State railway.
(*g*) The British section of this railway forms an integral part of the North-Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line of the Oudh and Rohilkhand State railway.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	(3)	Miles. (4)
Brought forward	...	845·74	15,997·04
3′ 3⅜″ gauge—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775·28		
Bellary-Rayadrug (*a*)	33·35		
Burma	1,340·15		
Burma extensions	134·77		
Guntakal-Mysore Frontier (*a*)	119·50		
Hospet-Kottur (*a*)	48·03		
Jodhpur-Hyderabad (*British section*) (*b*) and (*c*)	123·98		
Lucknow-Bareilly (*d*)	237·04		
Madras and Southern Mahratta	1,307·51		
Mysore section (Madras and Southern Mahratta) (*a*)	296·22		
Nilgiri (*e*)	16·99		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	(*g*) 1,774·36		
South Indian	865·25		
Tinnevelly-Quilon (Travancore) (*British section*) (*e*)	50·48		
Tirhoot (*h*)	*782·32		
		7,922·51	
(xi) District Boards' lines—			
Bezwada-Masulipatam (*a*)	49·38		
Tanjore District Board (*e*)	103·36		
		152·74	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpur-Jagannathganj (*i*)	*53·90		
		142·10	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	201·99	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western	*1,014·83		
Bengal-Dooars extensions	116·56		
Deoghur	4·79		
		1,136·18	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*j*)	...	8·50	
Carried over	...	10,523·66	15,997·04

(*a*) Worked by the Madras and Southern Mahratta Railway Company.
(*b*) Worked by the Jodhpur-Bikaner railway.
(*c*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the South Indian Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 miles between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North-Western State railways.
(*h*) Worked by the Bengal and North-Western Railway Company.
(*i*) Worked by the Eastern Bengal State railway.
(*j*) Worked by the Assam Railways and Trading Company.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	10,523·66	15,997·04
3′ 3⅜″ gauge—concld.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar .	(*a*) 334·19		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*) 94·64		
Udaipur-Chitor	67·30		
		1,326·63	
B. Worked by companies—			
Birur-Shimoga (*e*)	37·92		
Gaekwar's Mehsana (*f*)	92·63		
Hindupur (Yesvantpur-Mysore Frontier) (*e*) .	51·35		
Hyderabad-Godavari Valley (*g*) . . .	(*h*) 391·13		
Jaipur (*f*)	72·84		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Sangli (*e*)	4·90		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*i*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		859·94	
(xvi) Lines in Foreign Territory—			
Karaikkal-Peralam (*i*)	14·65		
Pondicherry (*i*)	7·85		
West of India Portuguese (*e*) . . .	51·10		
		73·60	
Total 3′ 3⅜″ gauge .	...	...	12,783·83
2′ 6″ and 2′ 0″ gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2′ 0″) (*j*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*j*)	59·44		
Kohat-Thal (2′ 6″) (*j*)	62·16		
Nowshera-Durgai (2′ 6″) (*j*) . . .	40·25		
		199·78	
Carried over .	...	199·78	28,780·87

(*a*) Includes 5·23 miles of Bhavnagar Dock estates and Junagad quarry lines.

(*b*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.

(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.

(*d*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.

(*e*) Worked by the Madras and Southern Mahratta Railway Company.

(*f*) Worked by the Bombay, Baroda and Central India Railway Company.

(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(*i*) Worked by the South Indian Railway Company.

(*j*) Worked by the North-Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	199·78	28,780·87
2′ 6″ and 2′ 0″ gauges—concld.			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2′ 6″) (*a*) .	*258·53		
Morappur-Dharmapuri (2′ 6″) (*b*) .	18·53		
Purulia-Ranchi (2′ 6″) (*a*)	72·28		
Raipur-Dhamtari (2′ 6″) (*a*)	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*) . . .	25·38		
		431·66	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″) . . .	51·00		
Thaton-Duyinzaik (2′ 6″)	7·76		
		58·76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″) . . .	26·06		
Bukhtiarpore-Behar Light (2′ 6″) . . .	18·50		
Howrah-Amta Light (2′ 0″)	37·19		
Howrah-Sheakhala Light (2′ 0″) . . .	19·75		
Tezpore-Balipara Light (2′ 6″) . . .	20·10		
		121·60	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	* 12·76		
Powayan Light (2′ 6″) (*d*)	89 50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″) .	93·02		
		223·78	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″) . .	...	33·27	
(xxi) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	11·67		
Dholpur-Bari (2′ 6″)	19·25		
		30·92	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*) . . .	94·48		
Gwalior Light (2′ 0″) (*c*)	183·53		
Mourbhanj (2′ 6″) (*a*)	32·41		
Parlakimedi Light (2′ 6″) (*a*)	24·62		
Rajpipla (2′ 6″) (*e*).	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges . .	...	...	1,505·78
Total mileage open of all railways on the 31st March 1908 . . .	...	...	†30,286·65

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the South Indian Railway Company.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway.
* Correction of mileage.
† Made up as follows:—

Open at the commencement of 1907-1908 . . .	29,303·37
Add—	
Open during 1907-1908	985·16
Net increase due to minor corrections of mileage . .	5·36
	30,293·89
Deduct—	
Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned	7·24
	30,286·65

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the 31st March 1908 will therefore be 2,457·16 miles, made up as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40	*22·40			
Lodhran to Khanewal	56·59			
Shorkot Road to Chichoki	130·65			
		209·64		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*)	37·12			
Rosa to Sitapur (*a*)	51·36			
		88·48		
			298·12	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih	* 1·97			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*)	44·00			
Vizianagram to Raipur (*b*)	310·62			
		359·12		
East Indian—				
Dhulian to Katwa	81·79			
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railway near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Mile 170¾ from Howrah on the Jharia branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		200·75		
Great Indian Peninsula—				
Kurla to Mazagaon	*6·83			
Mahim link	1·32			
		8·15		
Nagda-Muttra—				
Kotah to Muttra	...	199·96		
Salem-Attur (*a*)	...	36·06		
			804·04	
Total 5′ 6″ gauge	...	...	...	1,102·16
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati	*112·93			
			225·33	
Carried over	...	...	225·33	1,102·16

(*a*) Commencement of work not authorized.

(*b*) Commencement of work on the Parvatipuram-Raipur section deferred.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	225·33	1,102·16
3′ 3⅜″ gauge—concld.				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	*19·32			
Kalaura to the Khooseara river	16·00			
		35·32		
Burma—				
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		72·95		
Burma extension—				
Danbi to Kyangin . .	...	5216		
Dhone-Kurnool . . .	...	32·06		
Nilgiri—				
Coonoor to Ootacamund .	...	11·75		
South Indian—				
Portion of the Rameswaram extension	3·17			
Rameswaram to Danishkodi .	11·30			
Tangachimadam to Port Ampthill	1·71			
Tiruppachettai to Sivagunga .	9·00			
		25·18		
			229·36	
(v) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . .	...	...	8·52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi . . .	72·58			
Burhwal to Sitapur . . .	59·79			
Madho Singh to the Ganges river opposite Mirzapur . .	10·30			
		142·67		
Mirpur Khas-Jhudo . . .	...	48·00		
			190·67	
(vi) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . .	...	135·68		
Jodhpur—				
Degana to Seyangarh . .	...	61·35		
			197·03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji . .	16·74			
Kheralu to Dabhora . .	7·73			
Manund Road to Harij . .	21·37			
			45·84	
Total 3′ 3⅜″ gauge .	...	...	...	896·75
Carried over .	...	...	...	1,998·91

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	1,998·91
2′ 6″ and 2′ 0″ gauges—				
(vii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British frontier .	...	...	6·80	
(viii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Chanda . .	148·65			
Nagbhir to Nagpur . .	63·75			
		212·40		
Jubbulpore-Gondia extension (2′ 6″)—				
Nainpur to Mandla . .	...	*26·32		
			238·72	
(ix) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2′ 0″)—				
Basirhat to Hosanabad . .	...	8·50		
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
		12·50		
			21·00	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	...	30·00		
			49·50	
(x) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	...	27·38	
B. Worked by companies—				
Kosamba-Zankavav (2′ 6″) . .	...	26·44		
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . .	...	66·39		
			92·83	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British frontier (*a*)	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	458·25
Total of all railways under construction or sanctioned for construction on the 31st March 1908.	...	...	...	2,457·16

(*a*) Commencement of work not authorized and question of gauge not finally settled.

(*b*) Commencement of work not authorized.

(*c*) Completion deferred.

* Correction of mileage.

APPENDIX 40—*contd.*

Making a grand total of railways completed and in hand at the commencement of 1908-09 . . . . . *32,743·81

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles . 290·62

It is expected that the following lengths of unfinished line will be opened for public traffic in 1908-09 :—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Lodhran to Khanewal . . .	.....	...	56·59	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Vizianagram to Parvatipuram .	.....	48·50		
East Indian—				
Toposi to mile 2·50 . . .	.....	2·50		
Great Indian Peninsula—				
Kurla to Mazagaon . . .	6·83			
Mahim link	1·32			
		8·15		
Nagda-Muttra—				
Kotah to Muttra	.....	199·96		
			259·11	
Total 5′ 6″ gauge .	.....	...	...	315·70
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal frontier .	7·40			
Katihar to Godagari . . .	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati .	112·93			
			225·33	
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . . .	.....	19·32		
Burma extensions—				
Danbi to Kyangin . . .	.....	52·16		
Dhone-Kurnool	.....	32·00		
Nilgiri—				
Coonoor to Fern Hill . .	.....	11·00		
			114·48	
Total 3′ 3⅜″ gauge .	.....	...	...	339·81
Carried over .	.....	...	...	655·51

* Made up as follows :—

Completed and in hand at the beginning of 1907-08		32,453·19
Add—		
Sanctioned during 1907-08		301·57
Net increase due to minor corrections of mileage		2·11
		32,756·87
Deduct—		
Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned	7·24	
Decrease in the mileage of the Mandla branch of the Bengal-Nagpur railway	5·82	
		13·06
		32,743·81

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	.....	...	...	655·51
2′ 6″ and 2′ 0″ gauges—				
(v) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Nagpur . . .	.....	145·75		
Jubbulpore-Gondia extension (2′ 6″)—				
Nainpur to Mandla . . .	.....	26·32		
			172·07	
(iv) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj	.....	...	27·38	
B. Worked by companies—				
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . .	.....	...	66·39	
Total 2′ 6″ and 2′ 0″ gauges .	.....	...	...	265·84
Total .	.....	...	...	921·35

Leaving the undermentioned lines for completion in 1909-10 or later.

	Miles.	Miles.	Miles.	Miles.
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40 .	22·40			
Shorkot Road to Chichoki . .	130·65			
		153·05		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*) . . .	37·12			
Rosa to Sitapur (*a*) . . .	51·36			
		88·48		
			241·53	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih .	1·97			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*) . .	44·00			
Parvatipuram to Raipur (*b*) .	262·12			
		310·62		
East Indian—				
Dhulian to Katwa . . .	81·79			
Bhagalpur to Bausi . . .	31·04			
Borachuk to Sodepur . . .	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai .	1·19			
Ghat line to Dhulian . . .	1·06			
Ghat line to Sajimpara . .	2·50			
Hooghly to Katwa . . .	65·20			
Mile 170⅛ from Howrah on the Jharia branch to Chandore .	4·16			
Mile 2·50 to Baraboni . .	6·81			
		198·25		
Salem-Attur (*a*)	.....	36·06		
			544·93	
Total 5′ 6″ gauge .	.....	...	...	786·46
Carried over .	.....	...	...	786·46

(*a*) Commencement of work not authorized.
(*b*) Commencement of work deferred.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	.....	...	...	786·46
3′ 3⅜″ gauge—				
(iii) State lines worked by companies—				
Assam-Bengal—				
Kalaura to the Khooseara river .	.....	16·00		
Burma—				
Neikban to Begayet . . .	66·25			
Thamaing to Malagaon . .	6·70			
		72·95		
Nilgiri—				
Fern Hill to Ootacamund . .	.....	0·75		
South Indian—				
Portion of the Rameswaram extension	3·17			
Rameswaram to Danishkodi .	11·30			
Tangachimadam to Port Ampthill .	1·71			
Tiruppachettai to Sivagunga .	9·00			
		25·18		
			114·88	
(iv) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . .	.....	...	8·52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi . . .	72·58			
Burhwal to Sitapur . . .	59·79			
Madho Singh to the Ganges River opposite Mirzapur . . .	10·30			
		142·67		
Mirpur Khas-Jhudo . . .	.....	48·00		
			190·67	
(v) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . . .	.....	135·68		
Jodhpur—				
Degana to Seyangarh . . .	.....	61·35		
			197·03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji . . .	16·74			
Kheralu to Dabhora . . .	7·73			
Manund Road to Harij . .	21·37			
			45·84	
Total 3′ 3⅜″ gauge .	.....	...	...	556·94
Carried over .	.....	...	...	1,343·40

APPENDIX 40—*concld.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	.....	...	...	1,343·40
2′ 6″ and 2′ 0″ gauges—				
(vi) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British frontier .	.....	...	6·80	
(vii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)				
Nagbhir to Chanda . . .	.....	...	66·65	
(viii) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2′ 6″)—				
Basirhat to Hosanabad . . .	.....	8·50		
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
		12 50		
			21·00	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	.....	30·00		
			49·50	
(ix) Native State lines—				
A. Worked by companies—				
Kosamba-Zankavav (2′ 6″) . .	.....	...	26·44	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British frontier (*a*)	.....	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	.....	...	...	192·41
Total .	.....	...	...	1,535·81

(*a*) Commencement of work not authorized and question of gauge not finally settled.

(*b*) Commencement of work not authorized.

(*c*) Completion deferred.

APPENDIX 41.

No. 514 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms :—

(*a*) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent. ; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of 3½ per cent provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases, (*a*) or (*b*), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing,

* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(*a*) during construction to the capital account of the branch line company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway; and

(*c*) thereafter out of the general receipts of the branch line company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by Memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore
The Agents to the Governor General in Central India, Rajputana and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, *Col., R. E.*,
Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.†

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* Such applications should now be addressed to the Railway Board.

† These will now be carried out by the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

(*a*) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

---

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an appendix* (vide *appendix A*) *may be here given, if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an appendix* (vide *appendix B*) *may be here given, if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	*Reference to an appendix* (vide *appendix C*) *may be here given, if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or provinces.

APPENDIX 41—*cont d.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck . . .	...	...
	Maximum Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...
	First 100 miles. Annas.	Every additional 100 miles. Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot . . .	...	...
„ „ 10 „ 2 cubic feet . . .	...	
„ „ 20 „ 4 „ „ . . .	...	...
„ „ 30 „ 6 „ „ . . .	...	...
„ „ 40 „ 8 „ „ . . .	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Coal, edible grain, and other low-priced staples to be carried at special rates	...	...

APPENDIX 41—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*contd.*

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms :—

(*i*) _____

(ii) _____

(iii), etc., _____

APPENDIX 41—*concld.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

(*a*) the company, persons, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.
† Such applications should now be addressed to the Railway Board.

EAST INDIA (RAILWAYS).

REPORT

OF THE

COMMITTEE ON INDIAN RAILWAY FINANCE AND ADMINISTRATION.

Presented to both Houses of Parliament by Command of His Majesty.

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1908.

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[Cd. 4011.] *Price* 3½*d.*

DESPATCH from the Secretary of State for India to the Governor-General of India in Council, No. 57 (Railway), dated 24th May 1907.

India Office, London,
24th May 1907.

MY LORD,

On the 12th March last I received two deputations, from the Indian Railway Companies and from East India Merchants respectively, on the subject of the alleged inadequacy of the existing arrangements for railway traffic in India.

2. Copies of the report of the proceedings at this deputation have already been communicated to your Government and to the Railway Board.

3. I have now to report, for the information of Your Excellency's Government, that I have, in accordance with the promise made to the deputation, appointed a Committee, consisting of the gentlemen named in the margin* to enquire and report—

* SIR JAMES LYLE MACKAY, G.C.M.G., K.C.I.E. (*Chairman*).
SIR WALTER ROPER LAWRENCE, Bart., G.C.I.E.
SIR FELIX SCHUSTER, Bart.
SIR DAVID MILLER BARBOUR, K.C.S.I., K.C.M.G.
L. ABRAHAMS, Esq.

(1.) Whether the amounts allotted in recent years for railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade; and, if not, then

(2.) What additional amounts may properly and advantageously be raised for this purpose;

(3.) Within what limits of time, and by what methods they should be raised;

(4.) Towards what objects should they be applied; and

(5.) Whether the system under which the Railway Board now works is satisfactory, or is capable of improvement, and to make recommendations.

I have, &c.,
(Signed) JOHN MORLEY.

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596. I. 776. 1000.—5/1908. E. & S.

REPORT

OF THE

COMMITTEE ON INDIAN RAILWAY FINANCE AND ADMINISTRATION.

To the Right Honourable John Morley, O.M., M.P., Secretary of State for India.

India Office,
5th March 1908.

1. The reference made to us was "to inquire and report—

"(1.) Whether the amounts allotted in recent years for railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade; and, if not, then—

"(2.) What additional amounts may properly and advantageously be raised for this purpose;

"(3.) Within what limits of time and by what methods they should be raised;

"(4.) Towards what objects they should be applied; and

"(5.) Whether the system under which the Railway Board now works is satisfactory, or is capable of improvement;

"and to make recommendations."

We have held 18 meetings and have examined 34 witnesses, representing commercial, railway, financial, and official views, and have also had the benefit of opinions and suggestions from members of the Government of India, the Chairman of the Railway Board, and certain of the Chambers of Commerce in India. Having now carefully considered the evidence taken and the information furnished from different sources, we are in a position to state the conclusions at which we have arrived; but before doing so we think it advisable to draw attention to the following brief summary of the history of the past relations of the Government with the Indian railway system and of the present position.

2. Railway construction was first started in India in 1850, when the Great Indian Peninsula Railway Company commenced a line from Bombay inland under a contract with the Government, which guaranteed to the company five per cent. interest on its capital. Between that date and 1869 a number of lines were constructed by companies under contracts similar to that with the Great Indian Peninsula Railway Company. The main financial provisions were that the necessary capital should be raised by the company, that the Government should guarantee interest on that capital at five per cent. per annum in sterling, and that any surplus profits earned by the railways in excess of the guaranteed interest should be divided equally between the companies and the Government. For many years, however, the earnings of the companies fell short of the interest guaranteed, and the deficit was a charge on the revenues of India.

Under all these contracts the Government reserved the power to purchase the lines at the end of 25 or 50 years. At one or other of these periods the Government has exercised this power in every case, and has in this way come into possession of the following railways:—

The East Indian.
The Eastern Bengal.
The Scinde, Punjab and Delhi (now a part of the North-Western State Railway).
The Oudh and Rohilkhund.
The South Indian.
The Great Indian Peninsula.
The Bombay, Baroda and Central India.
The Madras.

In some cases (the East Indian, Eastern Bengal, Scinde, Punjab and Delhi, Great Indian Peninsula, and Madras Railways) the purchase price is being paid in the form of terminable annuities, all of which are still running; in the remaining cases the payment was made in cash or in India stock.

Three of the lines mentioned (the Eastern Bengal, Scinde Punjab and Delhi, and Oudh and Rohilkhund) were, on purchase, taken over absolutely by the Government, and have since been worked under direct State management. The Madras Railway was divided between the South Indian and the Southern Mahratta Railway systems. The other lines (East Indian, South Indian, Great Indian Peninsula, and Bombay Baroda and Central India) were leased for working to the companies which had formerly owned them, under contracts providing that the companies should supply in some form or other a small amount of capital, on which they were to receive a certain rate of interest guaranteed by the Government, together with a share of any surplus profits. These companies, and also the Southern Mahratta, the Indian Midland, the Bengal-Nagpur, the Assam-Bengal, and the Burma Companies, which are of more recent origin, have no rights of property in the lines which they administer, but are in the position merely of working agents for the Government.

In 1869 the State first undertook the construction of railways by Government officers, and for the next 10 years all new lines were constructed in this manner. In 1879, however, companies were again allowed to enter the field, and from that year till the present time the construction of railways has been carried on partly by the State and partly by companies. Most of these modern companies have received financial assistance from the Government, and in practically every case they have been provided with land free of cost.

3. The following table shows how the railways in British India (omitting lines constructed under the Tramways Act and one or two others of small importance) were owned and worked on 31st December 1906:—

	Miles.
(1) *Lines owned and worked by the State:—*	
North-Western	3,569
Eastern Bengal	1,271
Oudh and Rohilkhund	1,292
Jorhat	32
Total	6,164
(2) *Lines owned by the State and worked by Companies:—*	
East Indian	2,165
Great Indian Peninsula	1,562
Bombay, Baroda and Central India, and Rajputana-Malwa	2,437
South Indian and branches	1,181
Southern Mahratta and branches	1,539
Indian Midland and branches	949
Bengal-Nagpur	1,996
Assam-Bengal	775
Burma	1,340
Madras and branches	1,518
Tirhoot	614
Lucknow-Bareilly	237
Bezwada Extension	21
Jodhpur-Hyderabad (British section)*	124
TOTAL	16,458

* Worked by the Jodhpur (Native) State Railway Administration.

(3) *Lines owned by Guaranteed Companies :—*

	Miles.
Delhi-Umballa-Kalka, *worked by the East Indian Railway Company*	162
Hardwar-Dehra, *worked by the Oudh and Rohilkhund State Railway Administration*	32
TOTAL	194

(4) *Lines owned by Rebate-aided* Companies :—*

Southern Punjab, *worked by the North-Western State Railway Administration*	580
Tapti Valley, Ahmedabad-Parantij, Ahmedabad-Dholka — *worked by the Bombay, Baroda and Central India Railway Company*	155½ / 55 / 33½
Amritsar-Patti, *worked by the North-Western State Railway Administration*	27½
Mymensing-Jagannathganj, *worked by the Eastern Bengal State Railway Administration*	53
TOTAL	904½

(5) *Lines owned by Subsidised Companies :—*

Darjeeling Himalayan, *worked independently*	51
South Behar (originally a rebate-aided line), *worked by the East Indian Railway Company*	79
TOTAL	130

(6) *Lines owned by Companies which do not receive financial assistance from the Government :—*

Barsi	78½	*worked independently*
Bengal and North-Western	932	
Bengal Dooars	153	
Deoghur	4¾	
Dibru-Sadiya (originally subsidised)	86	
Rohilkhund and Kumaon (originally subsidised)	118	
Tarkessur, *worked by the East Indian Railway Company*	22	
TOTAL	1,394¼	

Thus the only lines of any magnitude which are not owned by the Government are the Southern Punjab and the Bengal and North-Western. Moreover, in the case of every one of the lines not already owned by it the Government holds a right of purchase at certain dates, and within the next 25 years all the railways now existing in British India (with one or two trifling exceptions) may, if the Government should so desire, become State property.

* "Rebate" is a payment to a branch line by the parent line from the earnings of the latter from traffic interchanged with the branch. It is limited to (1) a specified proportion of those earnings, and (2) the amount which, when added to the net earnings of the branch, will make up a certain fixed dividend on the capital of the branch.

4. The financial results of the working of the State and Guaranteed Railways during each of the last five years, are shown in the following table:—

Year.	Capital at Charge at end of Year (Open Lines).	Gross Earnings.	Working Expenses.	Net Earnings.	
				Amount.	Percentage on Capital Outlay.
	£	£	£	£	
1902–03 -	226,630,374	21,022,090	10,471,870	10,550,220	4.65
1903–04 -	232,736,736	22,570,010	11,099,399	11,470,611	4·93
1904–05 -	238,714,090	25,054,547	12,018,304	13,036,243	5·46
1905–06 -	244,141,381	25,505,357	12,204,573	13,300,784	5·45
1906–07 -	253,708,169	26,834,860	13,493,522	13,341,338	5·26

The net profit to the State, after meeting all charges for interest on capital, annuities for the purchase of lines from Companies, shares of surplus profits payable to Companies, &c., was in each year as follows:—

	£
1902–03 - - - -	228,949
1903–04 - - - -	860,669
1904–05 - - - -	2,105,438
1905–06 - - - -	2,001,966
1906–07 - - - -	2,313,541

These figures understate the true net revenue derived by the State from the railways, inasmuch as a portion of the charge under the head of "annuities for the purchase of railways" represents repayment of capital. The amount of capital redeemed in this way by a charge against the earnings of the railways is shown in the accounts of the Government of India to have been as follows during the last five years:—

	£
1902–03 - - - -	610,181
1903–04 - - - -	630,997
1904–05 - - - -	633,452
1905–06 - - - -	727,695
1906–07 - - - -	752,135

The real net profit to the State, after meeting all charges properly attributable to revenue, was, therefore, in 1906–07 upwards of 3 millions sterling.

5. It will be seen from the foregoing sketch that the position of the Government of India with respect to railways is, and has always been, entirely different from that of the Government in this country. Several thousand miles of railway in India have been actually constructed by the Government, and with regard to the remainder it may be said that every company which has constructed a railway has received more or less assistance from the Government, varying from a guarantee of interest to the free grant of land only. The Government has thus been able, when arranging for the construction or working of railways by companies, to reserve to itself a considerable measure of control, and every company has entered into a contract which provides, *inter alia*, that the rates and fares charged shall be subject to the approval of the Government, and in most cases makes the sanction of the Government necessary to the raising of fresh capital.

6. In the case of the companies which work railways on behalf of the Government of India, the Government powers of control are specified in the contracts between the State and the Companies. The provisions contained in the contracts may be summarised as follows:—

1. The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling stock, plant, and

machinery; to keep the rolling stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

2. The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working, that he may think necessary for the safety of the public or for the effectual working of the line.

3. The train service is to be such as the Secretary of State may require, and the rates and fares are to be subject to his approval. (A certain amount of latitude is usually allowed to the company in fixing its rates, within maxima and minima laid down by the Government.)

4. The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

5. In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the power of supervision and control reserved to him. In particular the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto in all proceedings of the Board.

6. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

7. All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

8. The Secretary of State undertakes to supply the company with funds as required to meet sanctioned expenditure.

9. The raising by the company of a certain initial capital is provided for,* and no further capital can be raised without the sanction of the Secretary of State, who has the option of deciding whether he shall himself provide any additional capital required, or shall allow the company to raise it upon shares or debentures on terms to be agreed upon.

10. On the capital raised by the company, interest is guaranteed by the Secretary of State, and has to be paid by him at stated dates.*

11. In addition to the guaranteed interest, the company receives a share of any surplus profits, which are calculated as follows: From the amount of the gross earnings of the railway the following sums are deducted--

    (i) the working expenses;
    (ii) the guaranteed interest that has been paid by the Secretary of State;*
    (iii) interest on the capital provided by the Secretary of State;

    and the amount remaining (if any) represents the surplus profits of the railway. Of such surplus profits a certain proportion (as fixed by the terms of the contract) is paid to the company, the remainder being retained by the Government.

12. The contract is terminable, either absolutely or at the option of the Secretary of State, after a certain period (in most cases about 25 years), when the share capital of the company is to be repaid at par by the Secretary of State,* who has to assume all outstanding liabilities of the company incurred with his sanction.

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* This does not apply to the Bengal and North-Western Railway Company, which has raised no capital for the purposes of the Tirhoot State Railway. In the case of the East Indian Railway Company, the capital of the Company is represented by the capital value (6,550,000*l.*) of a portion (one-fifth) of the East Indian Railway annuity, payment of which is deferred, the holders receiving instead interest at 4 per cent. per annum on the capital value, with a share of the surplus profits of the railway. On the determination of the contract with the Company the deferred annuity will become payable.

In the case of most of the lines owned by companies, provisions similar to those stated in clauses 1, 2, 3, 4, and 5 above, though in some instances less stringent, are contained in the contracts.

Although the contracts are in the name of the Secretary of State, the greater part of the work of supervising the lines and the accounts is conducted by the Government of India. Before the institution of the Railway Board in 1905 this work was performed by the Public Works Secretariat of the Government of India, acting under the direct control of a Member of Council who took charge of Public Works business. On the formation of the Railway Board the functions of the Public Works Secretariat, so far as the Railway Branch was concerned, were transferred to it under a Resolution of the Government of India dated 18th February 1905, to which we shall refer in detail in a later part of our Report, and subsequent Resolutions.

7. The manner in which the provision of funds is made for lines owned or guaranteed by the Government is as follows:—Some time before the beginning of each financial year a statement is drawn up by the Government of India containing an estimate of the amount that can be made available for capital expenditure on railways during the year, and proposals as to the manner in which it shall be expended, whether for the improvement of existing systems, for progress on lines under construction, or for the commencement of new lines. The estimate of resources includes all sums expected to be provided by the State from whatever source, and all money expected to be raised by guaranteed companies; the scheme of expenditure includes expenditure on lines owned by the Government or by guaranteed companies (classes 1, 2, and 3 above). This scheme of expenditure, when sanctioned by the Secretary of State with such modifications as he thinks necessary, becomes the railway programme of the year. Since the institution of the Railway Board it has been customary for the Government of India to submit annually, not only a scheme for the coming year, but also schemes for the two following years; but the sanction given by the Secretary of State to the latter is purely provisional.

The programme system, as it is commonly designated, has often been criticised unfavourably, more especially on the ground that under it the rate of progress of any large work which requires some years for completion, such as a new line, is largely dependent on financial considerations and on considerations affecting other works, and is not necessarily the most economical rate. It is also said that insufficient time is allowed for the preparation of schemes, the purchase of materials, and so on. The justification of the programme system is that the Government, although it allocates to railways in each year the full amount that it expects to be able to provide consistently with financial prudence, is nevertheless unable in any year to provide funds for all the expenditure that would be profitable and advantageous. In these circumstances the procedure which we have described, which is practically a selection from among the possible objects of expenditure of those which are most immediately urgent, appears to be the one best calculated to minimise the disadvantages of a restricted supply of capital. If the conditions were different it might be wise for the Government not only to undertake to supply in each year the money required for the numerous minor works on which the bulk of the capital expenditure is incurred, but also, when beginning a new work on a large scale, to make definite arrangements to procure the money required for its completion, instead of merely providing year by year during its progress such instalments as can be spared. We recognise the advantage that would result from such a change of system, but it is impracticable in present conditions, and we therefore regard the programme system as necessary, provided the annual distribution is so arranged as to enable rapid and economical progress to be made with great works when once they have been undertaken.

8. Before concluding this preliminary survey of the policy pursued by the Government of India with respect to railways, we think it desirable to refer to the remarks that are frequently made as to the failure of the Government of India to encourage what is called "private enterprise"

in railway construction. When examined, the complaints under this head are generally found to be based on cases in which the Government of India has refused to grant to projected companies all the financial assistance for which the promoters have asked; in some instances the ground of complaint has been that the Government has insisted on restricting the extent to which the subscribed capital may be used to defray the expenses of promotion. It is open to question whether the promotion of schemes to which Government aid is considered essential is entitled to be called "private enterprise." We are not aware of any case in which true private enterprise, that is the construction of railways without financial assistance from the State, has ever failed to receive encouragement from the Government of India, provided that the proposed undertaking was one which would not enter into injurious competition with existing lines. Where assistance from the Government is asked for in the shape of a guarantee of interest, either direct or indirect, the responsibility of determining whether, and to what extent, such assistance shall be given must rest with the Government, and if, upon a consideration of all the circumstances, it decides that the balance of public advantage is against the grant of the assistance desired, it cannot fairly be charged with neglecting to encourage private enterprise. Any attempt to exploit the country for the benefit of the concessionaire, by means of schemes which would either compete unfairly with railways already in existence or be likely to prove disadvantageous for the taxpayer, has been consistently, and in our opinion rightly, resisted by the Government of India.

We now proceed to submit our observations and recommendations upon the several questions referred to us.

Question 1.—Whether the amounts allotted in recent years for railway construction and equipment in India are sufficient for the needs of the country and for the development of its trade?

9. At the end of 1906 the length of railway open in India (not taking account of double track or sidings) was 29,097 miles, on which the total capital expenditure, including outlay on construction, equipment, &c., was Rs. 3,79,20,73,000, approximately equivalent, at the various rates of exchange applicable in each case, to 286,500,000*l.* Of the total of 29,097 miles, lines aggregating 6,443 miles, or more than one-fifth, were owned by Native States or by companies not guaranteed by the Government of India; with respect to these lines the Government assumes no responsibility for the provision of capital, and their requirements (except in some cases for the supply of rolling stock) are not included in the annual programme of expenditure which the Government undertakes to meet. The lines which depend for the supply of capital on allotments made in the programme, *i.e.*, lines owned by the Government of India or by guaranteed companies, were 22,654 miles in length on 31st December 1906.

In addition to the lines open, 3,283 miles of new lines were under construction,—2,651 miles from funds provided under the programme, and 632 miles outside the programme.

The following remarks relate only to the lines which come into the Government programme.

10. During the seven years 1900–01 to 1906–07, the capital expenditure under the programme amounted to 50,247,630*l.*, of which 27,411,120*l.* was spent on additional rolling stock and improvements of open lines, and 22,836,510*l.* on the construction of new lines. The annual expenditure increased from 5,317,768*l.* in 1900–01 to 8,999,430*l.* in 1905–06 and 9,741,000*l.* in 1906–07.

Notwithstanding the large expenditure incurred since 1900 in increasing the facilities for traffic on open lines, the commercial and railway witnesses were practically unanimous in their opinion that in the years 1906 and 1907 the railways failed to deal satisfactorily with the traffic offering, and

we are satisfied that this was the case. The chief complaint has been regarding the inadequacy of the supply of rolling stock, but the necessity for improving the lines by the addition of crossing stations, sidings, &c., in order to fit them for the employment of additional stock has also been represented as pressing.

Some of the witnesses have suggested that the existing rolling stock is not worked with the greatest efficiency, and there may be room for improvement in this respect. The attention of the Railway Board should be drawn to this point.

Although, however, some improvement may be possible in the method of working the existing stock, there appears to be little doubt that, largely owing to the activity of trade which prevailed in India in the last two or three years, more especially in coal, grain, and manganese ore, the equipment of the lines was unequal to the requirements of the traffic. The exceptional efforts which have been made since 1905 will, however, shortly effect a marked improvement in this direction, and it is not unlikely that there may also be some slackening in trade. The unusual conditions of trade and the measures which have been taken to increase railway facilities appear to have been overlooked by some of the witnesses. At the same time we are convinced that the trade of India will go on developing, and that timely preparations are necessary for a further increase in traffic.

The expenditure under the programme in 1905-06 was, as we have stated, 8,999,430*l.*, or nearly 2,000,000*l.* greater than in the preceding year, while in 1906-07 it was 9,741,100*l.* Of these sums 5,121,300*l.* in 1905-06, and 6,129,300*l.* in 1906-07, were expended on additional rolling stock and the improvement of open lines. In the present year, 1907-08, the amount at first allotted for capital expenditure on railways was fixed at the sum of 8,000,000*l.*, but this was subsequently raised to 10,000,000*l.*, of which upwards of 8,000,000*l.* was to be devoted to open line equipment and improvement. Thus, in the three years ending 31st March 1908, nearly 20,000,000*l.*, will have been spent in increasing the capacity of open lines, and the result of this expenditure will no doubt for the time being have given much help towards bringing the existing railways up to a proper standard of efficiency.

It appears from the Administration Report on Indian Railways for 1906 that 4,316 wagons were added during the year to the stock on the several railways; also that an additional 8,733 wagons were under order at the end of the year, and that the provision of 2,888 more had been authorised, making a total addition of 11,521 wagons, or 10 per cent., to the number (115,686) in existence at the end of 1906. In accordance with the recommendation made by us in our Interim Report, dated 6th June 1907, a copy of which is annexed, further large additions have since been ordered, so that the stock of wagons on Indian railways in the spring of 1908 will probably be larger by some 13,000, or $11\frac{1}{4}$ per cent., than it was at the end of 1906.

11. In connection with the supply of wagons for use on Indian railways, the question of the provision by colliery proprietors and other traders of their own wagons has been raised. This system is in extensive operation on the railways in this country, but it is regarded with great dissatisfaction by all the railway administrations here, who would be glad to see it abolished. The opinions of the executive officers of several of the leading English railways have been communicated to us. In the case of one line the opinion has been expressed that private wagons "are the greatest "trial in the life of a traffic, goods, or mineral manager. They have "nothing to recommend them. . . . The amount of shunting necessary "is colossal, and the cost of this is enormous." The General Manager of another important line has stated that "the system of private wagons is fraught with inconvenience." A third Company has remarked:—"There "are about 700,000 private wagons in use in this country. The relief from "capital expenditure on the part of the railway is enormously over-balanced "by the great additional cost of shunting involved by the necessity for "sorting out these wagons. . . . . Were it possible to remove from "the public the right to own private wagons, every Company in the

" Kingdom would combine to such an end." In view of these opinions we see no reason to recommend that the system of the private ownership of wagons should be introduced into India.

Question 2.—What additional amounts may properly and advantageously be raised for railway construction and equipment?

12. We are satisfied that no definite limit could be assigned at the present time to the amount that could be remuneratively devoted to the development and expansion of the Indian railway system. Apart from the existing lines, improvements of which are continually demanded, there is wide scope for the construction of new lines which would not only be remunerative in themselves but would add materially to the prosperity of the population, greatly enhance the revenue, and largely develop the resources of the country. More than one witness looks forward to a time when the 30,000 miles of railway now open will have been increased to 100,000. We believe that even this estimate of mileage is short of that which will ultimately be found to be necessary in India, and we are convinced that there will be fruitful fields for large reproductive expenditure on railways in the country for many years to come.

It is, therefore, in our opinion, very desirable that the steady, and even rapid, development of the railway system of India should be regarded by the Government as one of its most important duties; but at the same time we recognise the financial difficulties that may be experienced when the Government commits itself to new and expensive schemes on a large scale. The danger which attends a policy of rapid development is that large projects, involving heavy annual expenditure over a long series of years, may be begun at a time when capital can be easily obtained, and may be still far from completion when capital has become comparatively scarce and dear. In such circumstances it is necessary to choose between two alternatives, viz., retardation of the work, and borrowing at unfavourable rates, so as to allow of speedy completion. The former alternative entails loss owing to the dispersal of labour that has been collected for the works, to the difficulty of making sudden reductions in the higher staff of trained engineers, of whom the majority are permanent Government employés, while the remainder are engaged for a term of years, and to the prolongation of the period during which capital remains unproductive. The latter alternative involves the risk of a fall in Indian securities relatively to others, which may lessen their popularity and prejudice the success of future loans.

13. In our opinion the prudent policy for the Government to adopt is to fix periodically a standard of annual expenditure. For this purpose two questions have to be considered :—

(1.) What is the average of the annual expenditure that can be advantageously and profitably incurred?

(2.) What is the average annual supply of capital that the Government can count on being able to procure?

14. On the first question there is considerable diversity of opinion. One witness (Colonel Gracey) stated that an expenditure of 15 crores of rupees, or 10,000,000*l.*, is insufficient to meet present requirements, and that 10 years hence 20 crores, or 13⅓ million pounds, will be needed. Another (Mr. Douglas) estimated the amount that ought to be expended annually at from 14 to 15 millions sterling for the next five years. Two others (Mr. Burt and Colonel Browne) think that the annual grant should be increased to 15,000,000*l.* A fourth (Mr. Brereton) gave an estimate of 32 crores, or over 21,000,000*l.*, as the amount that might profitably be spent annually, but admitted that some years of preparation would be necessary before such a programme could be worked up to.

We consider it is safe to assume that, for a good many years to come, the amount that might with advantage be spent on railways in India

will exceed the funds which will on the average be available, so that the effective limit of the amount to be spent in any year will be the amount that can be provided.

15. In any attempt to form an estimate, the most important factor is the amount which it may be assumed that the Secretary of State for India can borrow annually in London.

On this point we have had the advantage of hearing the opinions of Lord Rothschild, Lord Swaythling, and Mr. H. A. Daniell. Lord Rothschild, in reply to the question (1131)—" Then, in regard to the amount of money " the Secretary of State can raise in any one year in London, you are inclined " to think that an average of 8 or 10 millions would be about the figure ? " remarked, " I think he might get it, especially if it were distinctly stated that it was for railway purposes." Lord Swaythling considers that, in normal conditions, the Secretary of State would be able to raise 10,000,000*l.* annually in London for expenditure on reproductive public works. His Lordship remarked that borrowing for Indian railways, which are highly remunerative works, would be quite favourably received, as it is altogether different from borrowing, as many countries do, for such purposes as the construction of vessels of war and armaments. Mr. Daniell's estimate was lower than those of Lord Rothschild and Lord Swaythling.

A careful consideration of the evidence leads us to the conclusion that it would not be imprudent for the Secretary of State to contemplate raising in London, in normal years, as much as 9,000,000*l.*

16. The amount that in normal years may be expected to be provided in India for capital purposes may be estimated as follows :—

	Lakhs.
Revenue surplus	100
Annual appropriation from Revenue for reduction or avoidance of debt	75
Savings bank deposits	100
Rupee loan	325
Moiety of profits of coinage	150
	750 = 5,000,000*l.*

17. The total amount that can be provided in England and India by or on the credit of the Secretary of State for capital purposes may thus be estimated for the present at 14,000,000*l.* a year. But a portion of this sum will not be available for outlay on railways. Provision must be made for expenditure on irrigation works, which may be estimated at 1,000,000*l.* a year, and other expenditure may have to be met from borrowed money; moreover, the money market may not always be favourable. We think it desirable to recommend an annual rate of expenditure on railways which there is a reasonable hope of maintaining, even in difficult times, and we accordingly advise that the Government of India be authorised to prepare their annual railway programme on the basis of a capital expenditure of 12,500,000*l.* This compares not unfavourably with the expenditure that has been incurred in the last 10 years, as shown in the following table :—

	£
1898–99	5,894,746
1899–1900	5,978,520
1900–01	5,317,768
1901–02	5,915,200
1902–03	6,705,064
1903–04	6,380,468
1904–05	7,188,600
1905–06	8,999,430
1906–07	9,741,100
1907–08 (grants allotted)	10,000,000

If our recommendation is adopted, 100 millions sterling will be spent on railway development in eight years, and, as finality is still a long way off, it will probably be deemed advisable to consider the whole question afresh before the expiry of the time mentioned.

18. We should have been glad if we had been able to recommend a still larger increase in the capital expenditure on railway development for which the State is responsible. But the rate of progress will be increased more than is shown in our figures if some lines now dependent on Government capital are transferred to companies supplying their own capital without Government intervention or assistance, and in a form, therefore, not likely to compete closely with Government issues. There is no reason why, if such transfers are made, the annual capital expenditure by the Government on the lines for which it remains responsible should not stand at the same amount as before the transfers; and this amount, being distributed over a smaller number of lines, would enable them to be developed more rapidly. We deal more fully with this question later on.

Question 3.—Within what limits of time and by what methods should additional funds be raised?

19. The question as to the limits of time within which funds should be raised has practically been answered above. We think that the annual expenditure on railways should be increased from 10,000,000*l.* to 12,500,000*l.*, money being raised sufficient to enable this expenditure to be incurred. It may be possible in some years to obtain larger sums than are required to provide for expenditure at the annual rate which we contemplate, while in other years there may be strong reasons for reducing the loans. We assume that the Secretary of State will, as far as possible, take advantage of periods of easy money to raise funds in excess of his immediate requirements, thus minimising the risk of having to reduce the expenditure at a time of stringency.

20. In answering the question regarding the methods by which funds should be obtained, we shall deal first with the portion (7,500,000*l.*) which, if our recommendations are adopted, will ordinarily be provided in England.

There are four methods which may be employed for raising money in this country:—

1. Direct Government borrowing.
2. The issue of short term debenture bonds by companies with the guarantee of Government.
3. The issue of debenture stock by companies, also guaranteed by the Government, but only redeemable after a long period and at the option of the borrower.
4. The issue of share capital by companies, with a Government guarantee of interest and a share in surplus profits.

1. *Direct Government borrowing.*—(*a*) *India stock.*—Direct borrowing has hitherto been effected by the issue of India stock, although through this channel only 38,000,000*l.* has been raised for railway construction during the last 20 years.

This is unquestionably the cheapest method of raising money, and if sufficient can be thus obtained without materially lowering the price of the stock, there is little reason to look to other methods. But it is necessary to bear in mind the possibility that in some years it may be thought inadvisable to issue in England a single loan of the amount required to enable the capital expenditure on railways to be maintained at the desired level. This may occur when the amount required does not exceed 9,000,000*l.*, and it is, of course, more likely to occur when the cost of famine, military operations, the purchase of lines, or the discharge of terminable obligations of an exceptional amount, has to be provided for from borrowed funds. One method of dealing with such a situation is to issue India bills, to be paid off gradually; but this is an expedient which should

be avoided as far as possible, and it is advisable that the Secretary of State should have in reserve methods of supplementing the resources that can be procured by the issue of India stock.

(*b*) *Special railway stock.*—One witness (Mr. L. L. Cohen) suggests the creation of a consolidated four per cent. railway stock secured on the revenues from the railways, and having in addition the guarantee of the Government of India. A new stock of this description would, in our opinion, be, for a considerable time at least, more expensive to the Government than India stock, for which, owing to the large amount of various denominations already in existence, there is a large and free market. Its creation might, nevertheless, be justified if there were good reason to believe that its greater popularity would allow of larger annual issues than can be made of India stock; but we are not convinced that this would be the case. It is necessary, moreover, to bear in mind that the surplus revenues of the railways, on which the proposed new stock would be secured, are merely a part of the general revenues of India, which constitute the security for ordinary India stock. It is open to question whether the hypothecation of a portion of the revenues of India to the service of a new class of stock would be consistent with the Secretary of State's obligations to holders of India stock.

It has also been suggested that an Indian railway stock, carrying a fixed rate of interest and taking in addition a share of the surplus profits of the railways as a whole, should be created. Such a stock, like the consolidated four per cent. railway stock suggested by Mr. Cohen, would almost certainly be more expensive to the Government than the issue of ordinary stock; it would be hampered by complicated conditions relating to the division of surplus profits, which would affect its popularity; and the holders of it might advance inadmissible claims to be allowed to interfere in the administration of the railways.

We do not recommend the adoption of either of these two suggestions.

2. *Short-term Debentures.*—There is a consensus of opinion among the financial witnesses that this form of raising money should be employed sparingly, and only to meet temporary emergencies. The amount of debentures guaranteed by the Secretary of State now outstanding is 16,903,500*l.* Although these short-term debentures have been a convenient and, for the time being, an economical means of obtaining funds in the past, we consider that it is desirable to avoid adding to those now existing, and to discharge them as opportunity arises, as undoubtedly, if they have to be renewed in times of monetary stringency, they have their disadvantages.

3. *Debenture Stock.*—The objections to the issue of short term debentures do not apply to the issue by companies of debenture stock guaranteed by the Government, and only redeemable at some distant date at the option of the companies. The raising of capital by this method is more expensive than by the issue of India stock because the debenture stock is less popular. Nevertheless, the issue of debenture stock by companies may at times offer a useful alternative to direct borrowing by the Government, and we would suggest that the popularity of this debenture stock would be increased if arrangements were made to compound for stamp duty on transfers.

4. *Issue by Companies of Guaranteed Share Capital, with a share of Surplus Profits.*—This method of raising capital may be said to have been in abeyance since the Burma Railways Company was formed 10 years ago. It is more expensive than direct Government borrowing, but it is said to possess the advantage that it appeals to a different class of investors, and to interfere but little, if at all, with the issue of India stock. In present circumstances endeavours might, we think, be made to revive this method of supplying capital for railways. To give to the working companies a greater and more direct interest in the success of the railways, and also in the raising of capital, would, in our opinion, be attended with great administrative advantage. The provisions of the existing contracts with companies in many cases offer some impediment to the issue of additional share capital, but the necessary modifications could doubtless be arranged. The Secretary of State has recently taken action in this direction in settling

the terms of the new contract to be entered into with the Southern Mahratta Railway Company, and we understand that he is negotiating arrangements on a similar basis with the Great Indian Peninsula and Burma Railway Companies.

We hope that it may be found possible, by the use of method 1 (*a*), supplemented, if necessary, by methods 3 and 4, to borrow in London for railway purposes an average amount of 7,500,000*l.* a year, which, together with 5,000,000*l.* a year to be provided in India, will in ordinary years enable the Government to spend 12,500,000*l.* on fresh railway construction and improvement.

In our opinion no hard and fast rule can safely be laid down that one particular method of raising money in London should be adopted in all circumstances. Much must depend on the condition of the money market from time to time, and we are satisfied that the views expressed to us by Lord Rothschild on this subject are sound. His Lordship said:—"When "the moment arrives for appealing for further funds, then will be the time "to decide in what form borrowing is to take place . . . . The only "advice I think I am entitled to give the Indian Government is to make "no fixed and unchangeable law for future policy. It is always best to "have more than one string to one's bow, and if, when the time comes, it is "found impracticable or impolitic to act in a certain way, recourse can be "had to any one of the methods sketched out in the memorandum which "has been given to me. . . . . I should be excessively sorry to tie "the Secretary of State down to raising money in any one particular way."

21. A modification of the practice in regard to the provision of capital in England has been suggested in a joint memorandum by the Honourable Mr. E. N. Baker, C.S.I., and the Honourable Mr. J. F. Finlay, C.S.I., members of the Governor-General's Council. At present the annual railway programme includes (as mentioned in paragraph 7 above) the capital expenditure proposed to be incurred on all lines worked by the State and by companies which have a State guarantee, and the forecast of ways and means for railway purposes includes all sums estimated to be provided for capital outlay by the State or to be raised by guaranteed companies. In the event of the companies not raising the sums estimated, the deficiency is made good by the State, to the extent of its resources. Mr. Baker and Mr. Finlay propose that the lines of which the transactions are included in the programme shall in future be divided into two classes:—

Class A. including the lines which are worked by the State and those which have been purchased by the State and are worked by guaranteed companies.

Class B. including other lines worked by guaranteed companies.

It is suggested that no change should be made in existing arrangements in respect of lines in Class A., but that companies working lines in Class B. should cease to deposit with the Government the capital which they raise, and should be informed that they will not in future receive advances from the Government towards meeting capital expenditure. They would thus be completely responsible for finding the money which they required; and if they failed to raise it, expenditure would be reduced, or would cease.

The increase of the financial responsibility of companies, which is one object of this scheme, is certainly desirable; but we think that the same result can be better attained by the other method which we have recommended in paragraph 24. The adoption of the proposal of Mr. Baker and Mr. Finlay would be attended with considerable practical difficulties, which we need not specify in detail, and we do not see our way to recommend it.

22. A recommendation was made by Lord Rothschild which, in our opinion, deserves careful consideration. In reply to questions put to him (1143 and 1144), he said that he would advocate raising money when the times were favourable, even although the programme of works might not be such as to require the whole to be spent in any one year, and that he

would not hesitate, if the moment were favourable, to bring out a larger loan than might be necessary for that particular year. Mr. Alexander Wallace, late Governor of the Bank of England, expressed views similar to those of Lord Rothschild on this point. We have assumed above that these views will be carried into effect.

23. In regard to the amount to be provided in India for railway construction and development, we have accepted the sum of 5,000,000*l.* as that which may be available at the present time. We have not taken account of sums that may be provided by Native States and by District Boards in British India for the construction of lines in districts in which they are specially interested. Such resources may enable useful additions to be made to the Indian railway system; but they are too uncertain and too limited in amount to be included in any calculations relating to the annual expenditure on railways which should be undertaken by the Government of India. We think that, for practical purposes, our enumeration in paragraph 16 above of the methods by which the Government of India can obtain a regular supply of money in India for capital expenditure on railways may be regarded as exhaustive. But it may be possible in future to obtain a larger amount by certain of these methods. In the first place we think that, in view of the direct and immediate benefit conferred by railway extension on the Indian producers, from whom a very large part of the Government revenue is obtained, and also having regard to the importance of checking the growth of the external debt of India, it would be greatly to the ultimate advantage of the taxpayers, and sound policy for the Government of India, to endeavour to realise a larger average annual surplus than 100 lakhs (667,000*l.*), to be applied to supplement the other resources available for capital expenditure on railways. Secondly, it may also be found possible to issue rupee loans of a larger annual amount on the average than 325 lakhs (2,167,000*l.*), the figure that we have used above. Finally, we anticipate that it may ultimately be possible to use the whole of the profits on coinage for capital expenditure. From 1900–01 to 1906–07 the profits were invested so as to build up a gold standard reserve, to be used, when necessary, for the maintenance of the exchange value of the rupee. In 1907–08, after considering our Interim Report, dated 6th June 1907, in which we recommended that 1,000,000*l.* of the profits on coinage in that year should be invested in Indian railways, the Secretary of State decided that in future years one half of the profits should be so invested. Until the reserve has increased considerably beyond its present amount, we think that no larger proportion should be used in this way. But as it is estimated that by 31st March 1908 14,360,000*l.* will have been invested on behalf of the reserve in sterling securities, while 4,000,000*l.*, derived from the profits on coinage, is held in rupees in India, and 6,500,000*l.* is held in gold in the Paper Currency Reserve, it may be hoped that in course of time the Secretary of State will be able to go beyond his recent decision, and to use the whole of the profits for railway purposes. When the money can be obtained, we do not think that a railway programme of even 20 millions sterling will be excessive.

24. We pointed out in paragraph 18 above that the development of the Indian railway system would be expedited if arrangements were made that some lines now dependent on Government capital should in future supply their capital requirements without Government intervention or assistance. A scheme with this object has been suggested by several witnesses (Colonel Gracey, Sir H. Kimber, and Sir W. Bisset). In broad outline it is—

(1.) That the net earnings of a railway owned by the Government shall be capitalised at, say, 25 years' purchase.

(2.) That the amount thus arrived at shall be treated as Government capital in the undertaking.

(3). That a company shall then be formed to work the line, and that this company shall raise additional capital on the security of the railway alone, without any guarantee from the Government.

(4.) That the net earnings of the line after the formation of the company shall be divided between the Government and the company in proportion to the capital of each.

As an illustration, let it be supposed that before the formation of the company the line to be dealt with is yielding net earnings equal to 1,000,000*l.* per annum :—

	£
The assumed Government capital would be 1,000,000*l.* × 25 - - - - =	25,000,000
Capital raised by company (say) - - -	5,000,000
Total - -	30,000,000

After the expenditure of the additional 5,000,000*l.* of capital, the net earnings would be divided in the proportions of $\frac{25}{30}$ths to the Government and $\frac{5}{30}$ths to the company, thus—

	Government Share.	Company's Share.
	£	£
With net earnings of 1,200,000*l.* - -	1,000,000 (4 % on 25,000,000*l.*)	200,000 (4 % on 5,000,000*l.*)
With net earnings of 1,500,000*l.* - -	1,250,000 (5 % on 25,000,000*l.*)	250,000 (5 % on 5,000,000*l.*)

The rate of dividend on the assumed Government capital and on the company's capital would always be the same.

This scheme, with modifications in detail, has been proposed by Sir W. Bisset for application to the Bombay, Baroda, and Central India Railway Company, and by Sir H. Kimber for application to the South Indian Railway Company when the first period of the existing contract comes to an end in 1910. It appears in its general outlines to offer a means by which the Government may, with regard to some of the railways owned by it, gradually relieve itself of the responsibility of either providing or guaranteeing capital, and we recommend it for consideration.

25. The lines at present worked directly by the Government of India are :—

	Miles.
North-Western - - - -	3,569
Eastern Bengal - - - -	1,271
Oudh and Rohilkhund - - - -	1,292
Jorhat - - - -	32
	6,164

Large capital expenditure for development must be incurred on these lines in the near future, and direct working by the State is not without its disadvantages. The consistent policy of the Government of India for many years has been to arrange for the railways in India, while remaining State property, to be leased to companies which work them on behalf of the Government on a profit-sharing basis. There is no disposition on the part of the Government to depart from this policy, which has worked satisfactorily. We would therefore suggest that one or more of the State lines above mentioned might be leased to companies on the basis above described.

Should, however, any scheme of the kind suggested be adopted, we strongly advise that the Government should retain the right to acquire at stated times, and on fixed and explicit terms, the capital held by the shareholders. In granting leases of improving properties, such as

most Indian railways are, it is obviously desirable for the Government to provide itself with opportunities for revising the conditions from time to time; but, in order to make the interests of the companies as nearly as possible identical with those of the Government, we would recommend that a contract should be given for a long period, even up to 50 years.

26. Another scheme has been proposed by Sir F. Upcott, Chairman of the Indian Railway Board, who suggests that, after the capitalisation of the net earnings as in the scheme described above, a portion of the Government capital might be transferred to the company for a cash payment, thus placing the Government in possession of funds which could be utilized for railway purposes elsewhere. Under this scheme the Government would sell outright a portion of its property in the railway to the company. Such a sale should, in our opinion, be avoided. One grave objection to it is that, while the returns from the line would, no doubt, following the normal course in the case of Indian railways, show a continual improvement, the State would, in respect of the share of the capital transferred to the company, lose the benefit of this improvement for all time, and it would be found ultimately that the Government was practically paying an extravagant rate of interest on the money obtained from the company. Of course it might be possible for the Government to obtain a price for the whole or a portion of the line which would be an inducement to make a sale and alienate an improving property in perpetuity, but this is by no means likely. We do not recommend the adoption of this scheme.

27. As one method of supplying the immediate requirements of the railways, Sir Alexander Henderson, Chairman of the Great Central Railway Company, explained to us how a Rolling Stock Trust could supply the Government of India with funds for the purchase of rolling stock, such funds being repayable by instalments, and in the meantime carrying interest at an agreed rate. This method of obtaining money, Sir Alexander stated, was adopted with much advantage by the Great Central Railway Company at a time when it had exhausted its capital powers and found itself in urgent need of rolling stock before further powers could be obtained, and in similar cases, no doubt, it might be found to be extremely useful. The case of the Indian railways, however, does not appear to be on the same footing, and we do not recommend calling in the aid of a Rolling Stock Trust, as such a course could not fail to be a more expensive mode of raising money than direct borrowing.

28. Reference may here be made to the subject of the construction of branch lines. On this we heard a good deal from some of the witnesses, who were disposed to blame the Government of India for its indisposition to give concessions for such lines to syndicates on terms desired by the promoters. While it may on occasion be desirable to encourage such syndicates to provide the capital to build branch lines which are reported to be urgently needed, and likely to prove remunerative, but which cannot be included in the Government programme, we would record the opinion that this method of obtaining capital for railways is not only expensive but often results in trouble. As a rule a promoter requires rebate terms which will ensure a higher rate of interest than that at which money can be borrowed either by the Secretary of State or by the trunk line company by which the branch will be constructed and worked; moreover, a considerable amount of money is spent on promotion and preliminary expenses, and a board of directors, a secretary, and an office staff and premises have to be paid for out of the revenues of the line, although the chief duties to be performed by the branch line company consist in receiving the earnings of the line from the Government and distributing them to the shareholders. In a number of cases it has happened that branch lines have not fulfilled the expectations of their promoters, and the Government has been compelled either to grant improved terms or to take over the lines. We recommend that as far as possible the trunk lines should own, as well as construct and work, their branches.

29. Before passing from the question of the methods by which capital may be raised, we desire to refer to the suggestion that has been made on more than one occasion, and was repeated by some of the witnesses, that Indian railway finance should be kept entirely separate from the general finances of the Government of India. This is understood to mean that the capital to be provided for railway purposes should be determined solely with reference to the requirements of the railways, and that the decision should not be influenced by considerations relating to the general financial position of the Government of India. This does not appear to us to be practicable. As long as the money required for railway purposes has to be provided by or on the credit of the Government, so long must the supply of money depend on the Government's general financial situation at the time. The Government must of necessity regard its obligations as a whole, and, in determining to what extent it will allow its credit to be pledged in order to raise capital for railways, it must take account of its present and future requirements for other purposes, and the probable effect of the increase in its liabilities on its power to meet those requirements. The only way in which the separation of railway finance from the general finance of the State could be effected would be to sell all the State railways, and thus relieve the Government from all liability in connection with the raising of capital for them. This would not be possible for many years, owing to the numerous contracts existing between the Government and the working agencies. It would, moreover, in our opinion, be an unwise policy, since it would transfer to the purchasing companies in perpetuity a growing source of revenue, instead of allowing the Government, and through the Government the taxpayer, to enjoy a due proportion of the increasing yield. But certain of the advantages of the suggested separation would be obtained if, in accordance with the recommendation which we have made in paragraphs 24 and 25 above, some of the State lines were transferred to companies raising capital without any direct financial aid from the Government, the right of the State to resume the lines being reserved. Before leaving this subject we would point out that the Bombay Chamber of Commerce, in their representation dated 20th December 1907, say that they "do not recommend the separation of railway finance from "the general budget estimates, because it is realised that for some time to "come the railways will not be able to borrow all they require on the "security of their net revenues, and that, therefore, grants must necessarily "still be looked for from Government."

Question 4.—Towards what objects should additional funds be applied?

30. Several of the witnesses representing particular railways submitted to us lists of works which they considered necessary on their respective systems. We do not think it possible to deal with this question in any detail, and we confine ourselves to emphasising the principle that the equipment and improvement of existing lines should take precedence of the construction of new lines. All the witnesses agreed as to the soundness of this principle.

It will be convenient here, however, to refer to the proposal made by the Government of India that a sum of 3,000,000*l.* should be spent in the years 1907–08, 1908–09, and 1909–10, on the formation of a central reserve of wagons for use on Indian railways as required. This proposal was dealt with partially in our Interim Report, dated 6th June last, in which we expressed the opinion that for the present year it would be more advantageous to allot any extra funds that might be available to the different railway administrations in accordance with their individual requirements, rather than to apply them towards creating a wagon reserve, as suggested by the Government of India. The question of the policy of maintaining such a reserve was left over for future deliberation. After giving the matter full consideration, we are of opinion that, so long as the individual railways are not fully equipped with rolling stock, it would not be advisable to divert any funds to the establishment by the Government of a reserve of wagons, and it is obvious that, when every railway has been provided with sufficient

equipment, the proposed reserve will be unnecessary. We consider it desirable that each railway should possess a sufficient stock of wagons of its own to meet all its probable requirements, and we deprecate a measure which would tend to encourage a railway to hold an inadequate stock and to rely on receiving help from outside at any time of pressure. The maintenance of a central reserve does not appear to be favoured by the railway managers. Moreover, to set up a wagon department of the Government of India under the management and control of the Railway Board would involve a separate and executive, as apart from the administrative, branch of the Railway Board, an innovation which we consider that it would be unwise to introduce.

Question 5.—Whether the system under which the Railway Board now works is satisfactory or is capable of improvement?

31. The evidence which we have collected on this question has led us to the conclusion that the system under which the Railway Board has hitherto been working is not satisfactory, and is capable of improvement.

32. The Railway Board was constituted by a Resolution of the Government of India, dated 18th February 1905, of which the terms were as follows:—

"1. The Government of India have had under consideration the recommendations made in his Report on the Administration and Working of Indian Railways by Mr. Thomas Robertson, C.V.O., Special Commissioner for Indian Railways, with regard to the constitution of a Railway Board to control the railway system in India and its extensions, in place of the Public Works Department, Railway Branch, of the Government of India.

"2. The conception of a Railway Board is not new; it has been advocated and considered on various occasions for many years past. Its central idea is that there should be a body of practical business men entrusted with full authority to manage the railways of India on commercial principles, and freed from all non-essential restrictions, or needlessly inelastic rules. In view of the great expansion that has taken place in the railway system of India, and of the necessity which has in consequence arisen for providing more powerful and efficient machinery for the rapid disposal of the increasing business, the Government of India placed before His Majesty's Secretary of State for India certain proposals for the constitution of a Railway Board, which, with some modification, have now received his sanction.

"3. There are two distinct classes of duties with which the new authority will have to deal. The first is deliberative, and includes the preparation of the railway programme and the greater questions of railway policy and finance affecting all lines. The ultimate decision on such questions must of necessity rest with the Government of India. The second class of duties is administrative, and includes such matters as the construction of new lines by State Agency, the carrying out of new works on open lines, the improvement of railway management with regard both to economy and public convenience, the arrangements for through traffic, and the settlement of disputes between railways. It is in respect to these duties that the greatest advantage in the establishment of an authority outside the Government of India is looked for.

"4. The Railway Branch of the Public Works Department of the Government of India will be abolished, and the control of the railway system in India is hereby entrusted to a Railway Board consisting of three persons—a Chairman and two Members. In the Chairman of the Board is vested the general control of all questions committed to the Railway Board, and the power to act on his own responsibility, subject to the confirmation of the

Board. The Railway Board are also authorised to delegate to the Chairman or a Member the power of settling questions which may arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board.

"5. The Railway Board will be provided with a Secretary and such establishment as may be considered necessary for the conduct of their business. All correspondence hitherto addressed to the Secretary, Public Works Department, Railway Branch, Government of India, and to the Directors of Railway Traffic and Construction, will in future be addressed to the Secretary to the Railway Board. Communications from public bodies interested in railway questions should also be addressed to the Board, either direct or through the Local Government concerned.

"6. The Government of India desire that all orders which the Railway Board may issue shall be accepted as the orders of the Government of India. Separate orders will issue investing the Railway Board with certain of the functions of the Governor-General in Council under the Indian Railways Act (IX. of 1890), as soon as the necessary legislation has been carried out. The responsibility of acting in accordance with the policy desired by the Government of India rests with the Board and their advisers.

"7. The head-quarters of the Railway Board will be at the head-quarters for the time being of the Government of India."

By subsequent Orders of the Government of India large specific powers of independent action were delegated to the Railway Board.

33. It is clear from the Resolution dated 18th February 1905 that the object of the Government of India in constituting the Board was to establish a body which should dispose of business with greater expedition and efficiency than the Department which it superseded. The witnesses whom we have examined are, however, practically unanimous in expressing the opinion that this object has been imperfectly attained, and that for various reasons the result of the Board's work has, up to now, been regarded with some disappointment by a considerable portion of the public. We attribute this disappointment to four causes :—

(1.) The excessive expectations raised in the public mind by the establishment of the Railway Board.

(2.) The friction which has arisen in practice between the Board and the Government of India.

(3.) Defects in the scheme of the Board's constitution.

(4.) The attention given by the Board to matters which should be left to be managed by individual railways.

(1.) When the Board was constituted, its duties were divided, as will be seen from the Resolution quoted in the preceding paragraph, into two classes. The first included the consideration of questions on which it was said that the ultimate decision must of necessity rest with the Government of India. The second was described as including a very large number of important matters, in dealing with which the Board would be "an authority outside the Government of India." The matters enumerated were as follows :—"the construction of new lines by State agency, the carrying "out of new works on open lines, the improvement of railway management "with regard both to economy and public convenience, the arrangements "for through traffic, and the settlement of disputes between railways." We believe that, when the Resolution was published, the public erroneously inferred that the new body was to enjoy much more independent powers than those which had hitherto been possessed by the Public Works Department of the Government of India, and that the change in administration would thus secure more rapid progress in such matters as the construction of new lines by State agency, and the carrying out of new works on open lines.

As a matter of fact it was impossible that the change of administration, unless carried to the extent of creating a body absolutely free from the control of the Government of India, a wholly impracticable measure, could confer on the Railway Board greater independence than was enjoyed by the authority previously responsible for railway administration. That authority was a member of the Council of the Governor-General, assisted by a Secretary and a staff of officers collectively known as the Public Works Secretariat. In many matters the Member of Council could issue orders which were expressed as being, and had the force of, orders of the Government of India. In matters requiring the sanction of the Government of India as a whole, he, being a member of the Government of India, was in the best possible position for obtaining it. A body "outside the Government of India," whose proposals on important questions are subject to the approval of that Government, cannot possibly be more independent than the authority just described. Its action must necessarily be limited by precisely the same considerations of financial and general policy as limited the action of the Public Works Department in railway matters.

(2.) When the Railway Board communicates with the Government of India on matters which it cannot settle on its own authority, it addresses the Department of Commerce and Industry. According to the ordinary practice in the Departments of the Government of India, letters from outside bodies are first considered by various members of the Secretariat, and then submitted to the Member in charge of the Department, unless they relate to matters of mere routine, which may be disposed of by the Secretary or one of his subordinates. Notes written by members of the Secretariat are submitted to the Member together with the original communication. The question at issue is either decided by the Member in charge of the Department or laid before the Governor-General, who may submit it to the Executive Council. The decision is communicated to the outside body in a letter signed by a member of the Secretariat. This procedure is, in our opinion, not in all cases an appropriate one for dealing with communications between the Railway Board and the Government of India.

Various suggestions have been made for a reform of procedure :—

(i) It has been suggested that the Chairman of the Board should be made a Member of the Governor-General's Council. If this were done, he would necessarily be required to take a responsible part in the general business of the Government, and to occupy himself with work quite foreign to that which he was specially qualified and appointed to perform. The administration of the Indian Railway system offers a sufficiently wide field of action to demand his undivided attention and energy, and it is highly undesirable that extraneous duties should be imposed upon him. A further objection lies in the fact that the Board exercises wide administrative powers, and that appeals against its action must necessarily be made to the Government of India. This makes it obviously unsuitable that the Chairman of the Board should be a Member of the Government of India. The suggestion, therefore, does not commend itself to us. We think that the arrangement by which the Member for Commerce and Industry takes charge of the railway business brought before the Council may well be maintained.

(ii) Another suggestion put forward is that the Secretary to the Railway Board should be appointed Secretary to the Government of India for railway business, and that he should be the channel for the communication of the orders of the Government to the Board. An obvious objection to this proposal is that it would place the Secretary in a position of undue authority with respect to the Board, whose subordinate he is, and we do not recommend it.

(iii) A third suggestion is that the Chairman of the Railway Board should himself be *ex officio* Secretary to the Government of India for Railways. It is considered that under this arrangement the Chairman of the Board would be in close and constant association with the Government of India, and would be able to

submit direct to the Member of Council taking charge of railway business any cases requiring the orders of the Governor-General in Council, receiving those orders direct. The intervention of a Secretariat between the Board and the Member of Council in charge of railway business would be removed, and the Board through its Chairman would be brought into immediate touch with the Member. After careful consideration we are unable to advise the adoption of this suggestion. We do not think that the position of the Chairman of the Board, who is an administrative officer possessed of large powers of independent action, is compatible with that of a Secretary to the Government. Moreover, as we have already stated, we consider that the Chairman of the Board should find full scope for his energies in the administration of the Indian Railway system, and that it would be undesirable for him to devote any portion of his time to secretarial work.

While, however, we are unable to recommend the adoption of any of the three proposals mentioned above, we are of opinion that a considerable improvement is called for, and is possible, in the procedure by which the relations of the Railway Board with the Government of India have hitherto been regulated. Having regard to the responsible position held by the Board, and to the special knowledge and experience which its members possess, we think that, as a general rule, the Government of India should interfere as little as possible with the action of the Board in technical matters and matters of detail, and that, in matters of importance, when such interference is unavoidable, the opinions of the Board should be treated, both in substance and in form, with special consideration. The Chairman should also be in the closest possible communication with the Government of India. For this reason we consider :—

(1.) That, whenever he thinks it necessary or desirable to bring a railway case directly before the Member in charge of railway business, he should have the right to do so, either by means of a memorandum to be communicated direct to the Member, or at a personal interview, whichever method he considers the more suitable.

(2.) That he should have the right of access to the Governor-General at stated times, and should attend Council when required to do so by the Government of India.

We also think :—

(3.) That no recommendation of the Railway Board should be overruled, nor any blame imputed to it, without the matter having been previously brought to the notice of the Governor-General.

(4.) That the Government of India should not, unless in very exceptional circumstances, interfere with the independent exercise by the Railway Board of the powers delegated to it under the Orders mentioned at the end of paragraph 32.

(5.) That the Board should have the right of direct communication with any Department of the Government of India, or with any Local Government.

It may, perhaps, be said that, even under the arrangement proposed, the Board would still not be "an authority outside the Government," but we do not regard this as an objection. In view of the fact that practically the whole railway system of India, with a capital value of something like 290,000,000*l.*, is the property of the Government, that great financial, political, economic, and military questions are involved in the administration of that system, and that the important rights and obligations of the Government in relation to the various agencies to which it has entrusted the working of a number of its lines are governed by formal contracts, it is manifestly impossible that the ultimate decision of large questions can ever be delegated to any authority "outside the Government of India." Even the Local Governments which directly administer the great Provinces of India are not in this sense authorities "outside the Government of India," and by the scheme we propose the Railway Board will be to some extent in the position of a Local Government.

(3.) The Board, as originally and at present constituted, consists of three members, a Chairman and two others. In the Chairman is vested the general control of all questions committed to the Board; he is held to be individually answerable to the Government for the acts of the Board; and he has the power to act on his own responsibility, but only subject to the confirmation of the Board as a whole. The Board may delegate to the Chairman or a member the power of settling questions which may arise on any tour of inspection, such decision to be recorded subsequently as an act of the Board. Apart from these special provisions, each member of the Board has an equal voice in its decisions, and it is obvious that these decisions must either be agreed upon by all three members or represent the opinion of two of them. It is doubtless usually the case that agreement is secured among the members, but it must sometimes happen that one member dissents from the view taken by his colleagues. The dissentient member, even though he may be the Chairman, must either defer to the opinion of the others or submit to be overruled by them. It is evident that in these circumstances the authority and responsibility of the Chairman are nugatory. We apprehend that the system described cannot be conducive to either efficiency or rapidity of action, and we learn from an extract from a recent letter from the Government of India which has been laid before us that its disadvantages have become apparent in the practical working of the Board. The Government remark: "The experience which has now been acquired of "the working of the Railway Board points clearly to the desirability of "conferring upon the Chairman the power to overrule his colleagues in "cases where he is unable to accept their views. We are convinced that "this power, if conferred, would do much to promote smooth working, and "would materially facilitate the despatch of business."

We are strongly of opinion that the power and responsibility of the Board should be concentrated in one man, and we recommend that the constitution of the Board should be a President, whose decisions on the questions with which the Board is empowered by the Government to deal should be absolute, and two members, whose position should be that of assistants and advisers of the President. It is desirable that one of the two members should have had wide experience in railway construction and the other in the management of railway traffic, and possibly, as railway business increases in India, it may be found desirable to strengthen the Board by adding other members with special qualifications to deal with particular branches of the business. In the event of the two members of the Board disagreeing with the decision of the President, they should be given the right to represent their views in writing to the Government of India. We anticipate that, if the constitution of the Board is changed in the manner suggested, the business will be conducted with much greater celerity and efficiency than under the present system. We would add that we consider it of much importance that the Board should have a thoroughly adequate and efficient office and head-quarters staff.

(4.) Evidence given by some of the officers concerned with the management of particular railways in India tends to show that the Board has occupied itself more closely than would appear to be either necessary or desirable with details of the management of individual railways.

The Board has made a practice of proceeding on periodical tours of inspection of the railways and making suggestions or passing orders in connection with details of the working, &c. It appears to us that whatever advantage there may be in such inspections must be more than counterbalanced by the disadvantage arising from the interruption of the administrative work of the Board during its absence from headquarters. It is not improbable that the delays in the disposal of business of which some of the witnesses complained are partly due to this practice. We are of opinion that the true function of the Board should be to carry on at headquarters the general business connected with the administration of the Indian Railway system, and that the inspection of individual railways should, as a rule, be left to officers appointed by the Board for that duty. We do not question that it may sometimes, in special circumstances, be desirable for the Board to depute one of its members to investigate a particular question on the spot,

but it should seldom, if ever, be necessary for the Board as a whole to leave its headquarters, which should be with the Government of India.

We would recommend that the Board, in exercising its control over the railway system, should act on the principle of leaving a wide discretion to the managers and Agents of the different railway systems, so far as regards all details of working. It was brought to our notice that, whereas before the institution of the Board the manager of each of the three State-worked lines had power to contract for the coal and sleepers which he required, the Board has withdrawn this power, and has itself entered into contracts for supplies of this description for use on the State lines. While it is of course necessary that the Board should exercise supervision, we think it desirable that, except for very special reasons, it should not undertake to deal with matters of detail such as we have mentioned. In the case especially of lines worked by companies, while it should be the business of the Board, acting through its inspecting and audit officers, to see that the lines are maintained in a proper manner and that the provisions of the contracts are fully complied with, in all other respects it appears advisable that the responsibility for the efficient working of the lines should be left in the hands of the companies and their Agents. From this point of view we have learned with much satisfaction that the Secretary of State has already sanctioned the abolition of the Consulting Engineers and the delegation to the Railway Companies of larger powers of independent action. The evidence given by several of the witnesses suggested that the system of exercising Government control over the companies through the Consulting Engineers frequently caused delay in the disposal of business and dissatisfaction in other respects.

34. Many of the witnesses expressed themselves strongly as to the disadvantages of what is known as the "lapse" of that portion of a grant for expenditure on a railway which is not actually spent within the year to which the grant relates. On this point, however, we believe there is a good deal of misconception. Let it be supposed that a grant of 100 lakhs of rupees is made to a particular railway for the year 1907–08, of which 20 lakhs is for purchase of new rolling stock. Owing to various delays, and to the length of time often occupied in manufacture when trade is active, it may happen that, although the orders for its construction are given within the year 1907–08, the stock is not delivered, and therefore cannot be paid for, until the year 1908–09. In that case the grant of 20 lakhs for rolling stock is commonly supposed to lapse, because the actual expenditure for the year is only 80 lakhs (supposing the remainder of the grant is spent within the year). As the stock has been ordered, it must of course be paid for in 1908-09, and the allotment for that year is thus charged with a payment which in ordinary course would have been made in the previous year. Assuming that in the autumn of 1907–08 the Manager of the railway had applied for an allotment of 100 lakhs for 1908–09 to meet his contemplated expenditure for that year,—when he found that 20 lakhs which would in ordinary course have been spent in 1907–08 could not be spent until 1908–09, he would at once apply for an allotment of 120 instead of 100 lakhs for 1908–09, and the Government of India, if its finances admitted, would allot the 120 lakhs. In the event of its allotting only 100 lakhs, the Manager would assume that he had lost his "lapse" of 20 lakhs, but this by no means follows, because the resources of the Government of India for 1908–09 are increased by the amount of the lapses for 1907–08, and the greater the lapses for this year the more is the Government able to allot for the next; but for the lapses, it is to be presumed that the grant for 1908–09 would have fallen short of 100 lakhs. It has been further observed by certain witnesses that they have lost their lapses through the amounts short spent having been placed at the disposal of other railways which could spend them, but this again works out in the same way, because money spent in 1907–08 goes to reduce the amount required in 1908–09 by the railway which has spent it. The whole arrangement works back to the fundamental principle that the Government of India provides as much

money in each year as it possibly can, all things considered, for expenditure on railways, and distributes that money in the way which it conceives to be most advantageous for the country as a whole.

We may mention that some years ago the rules governing the financial relations between the Secretary of State and the Government of India were specially relaxed for the express purpose of facilitating the regrant of portions of the amount allotted for capital expenditure in any year, when it is found at the last moment, after the Budget arrangements of the coming year have been approved by the Secretary of State, that the amount allotted in the expiring year has not been fully spent. In this event the Government of India have standing authority, subject to certain prescribed conditions, to add the unspent amount, up to a maximum of 50 lakhs, to the grants already sanctioned by the Secretary of State for inclusion in the Budget of the coming year. Beyond the maximum of 50 lakhs the Secretary of State's sanction is required to any alteration of the Budget arrangements which he has approved; but we have no reason to believe that this sanction would ever be refused unless the general financial position had deteriorated since approval was given to the Budget arrangements. A refusal on other grounds would be a departure from the principle described above, by which the State expenditure on railways is regulated.

35. We have given careful consideration to notes by the Honourable Mr. Finlay, Member for Commerce and Industry on the Council of the Governor-General, and the Honourable Mr. Baker, Financial Member of the Council, suggesting methods by which the lapse of grants may be obviated.

The essential feature of Mr. Finlay's proposal is that the grants (except the portion for new lines) should be allotted, not, as at present, immediately before the commencement of the year in which they are to be spent, but twelve months earlier; that is to say, that the grants for expenditure in 1909–10 should be allotted in March 1908 instead of in March 1909. This would enable the different railway administrations so to arrange their orders for rolling stock and other stores as to ensure that the payments for them should fall within the year in which the grant for the necessary provision was originally made.

The proposal would certainly effect the desired result of preventing to a large extent the lapses that now take place. It raises, however, a very important financial question. Mr. Finlay recognises that it would commit the Secretary of State to undertake a full year beforehand, viz., in March 1908, to raise the greater part of the money required during the year ending 31st March 1910, but he considers that this position should be accepted. He argues that at present the Secretary of State, in sanctioning provisionally an expenditure of 15 crores of rupees in the second year of a triennial programme, is practically committed to an expenditure of, say, 12 crores, and that his proposal does not, therefore, require the acceptance of any new principle.

We regret that, while fully appreciating the force of Mr. Finlay's reasoning, we find ourselves unable to recommend the adoption of his proposal. It appears to us that it would be very imprudent for the Secretary of State to pledge himself absolutely so far ahead to raise the large sums of money which the Indian railway system now demands annually. In normal conditions we hope that the annual provision of 12,500,000*l.* per annum on the liability of the State which we have recommended, may be maintained, but we recognise that circumstances might occur in any year which would necessitate a reduction of this amount. It is very unlikely that any such emergency would make itself apparent twelve months or more in advance, and if, when it arose, the Secretary of State was committed to great works and compelled to raise any particular sum for their construction, he might find himself in a position of embarrassment. The financial conditions of the world during the past year furnish a lesson that should not be neglected.

36. In view of the objection to Mr. Finlay's proposal arising from the impossibility of at any time anticipating what the financial position will be twelve to eighteen months later, Mr. Baker proposes an alternative scheme. He suggests—

(1.) That the amount to be expended in each year (called the programme grant for the year) be fixed.

(2.) That a reserve fund of 5,000,000*l.* be formed, without delay, by increased borrowing if possible, but if not, by accumulating so much of the moiety of the profits on coinage that is available for making up the programme grant of the year as is not required for that purpose, together with the whole or a part of any excess of the actual revenue surplus of the year over the estimated surplus.

(3.) That this reserve be drawn upon to make up the programme grant in years in which the funds that can be provided by the Secretary of State fall short of that grant.

If it were found possible to build up and maintain a considerable balance at the credit of the proposed reserve fund, this scheme would no doubt have the result of ensuring a regular allotment of money year by year for railway purposes; but in existing conditions, when by fully utilising the funds available from all sources it is difficult to meet the pressing requirements of the railway system, it is impracticable to create such a reserve fund as Mr. Baker proposes. To do so would be to set aside money urgently needed for immediate expenditure in order to form a fund for use in future eventualities, and this course appears to us to be one which it would be very difficult to justify. Mr. Baker's idea might, however, to some extent be carried out when market conditions permit of unusually large loans being raised on favourable terms, as suggested by Lord Rothschild and Mr. Alexander Wallace.

37. In connection with our enquiry into the system under which the Railway Board works, our attention has been directed, as desired by the Secretary of State, to several cases in which expenditure largely in excess of the amount of the original estimates has been incurred on the construction of railways in India. While it will probably never be possible to secure complete accuracy in estimates of the cost of a railway in India, we are of opinion that the actual expenditure should approximate more closely to the estimated cost than was the case with the railways referred to, and we recommend that the Railway Board should be instructed to give consideration to this question. With regard to the excesses in connection with the extension of the Bengal-Nagpur Railway, there appears to have been great laxity on the part of the audit officers; we observe, however, that the Secretary of State has already addressed the Government of India on this point.

38. Our main conclusions and recommendations may now be summarised as follows:—

Question 1.

We find that the equipment of the Indian railways has been unequal to the requirements of trade in the last two or three years (paragraph 10), and we recommend that the allotments for railway construction and equipment should be increased beyond those of recent years (paragraph 19).

Question 2.

(i.) We are unable to assign a definite limit to the amount that could be remuneratively devoted to the development and expansion of the Indian railway system (paragraph 12).

(ii.) We consider that the prudent policy for the Government to adopt is to fix periodically a standard of annual expenditure (paragraph 13).

(iii.) We think that for some years to come the effective limit of the amount to be spent in any year will be the amount that can be provided (paragraph 14).

(iv.) We think that it would not be imprudent for the Secretary of State to contemplate raising in London in normal years 9,000,000*l.*, making, with 5,000,000*l.* usually obtainable in India, a total provision of 14,000,000*l.* for all capital purposes, of which all but about 1,500,000*l.* will be available for capital outlay on railways (paragraphs 15 to 17).

(v.) We accordingly recommend that the programme of annual expenditure on railway construction and development in India be, for the present, fixed at 12,500,000*l.*, equal to 100,000,000*l.* in the next eight years (paragraph 17).

QUESTION 3.

(i.) We recommend that the portion of the above-mentioned sum of 12,500,000*l.* per annum which will be obtained in England, shall be raised by the issue of ordinary India stock and by the issue of debenture stock and share capital by guaranteed companies (paragraph 20).

(ii.) With regard to short-term debenture bonds issued by guaranteed companies, we consider that it is desirable to avoid adding to those now existing, and to discharge them as opportunity arises (*ibid*).

(iii.) We think that, in view of the profit to be derived from investing in railways and the direct and immediate benefit conferred on the country by railway extension, and having regard to the importance of checking the growth of the external debt, it would be advantageous were the Government to endeavour to realize a larger annual surplus than has been customary, to supplement the other resources available for capital expenditure on railways. It may also be found possible to raise larger rupee loans than it has hitherto been usual to place on the Indian market, and we suggest that, in course of time, when the gold standard reserve has reached an amount beyond which it may be considered unnecessary to go, the whole of the profit derived from coinage might with advantage be utilized for expenditure on railways (paragraph 23).

(iv.) We recommend for consideration, as a means of increasing the total annual capital expenditure on railways beyond the sum of 12,500,000*l.* to be provided by or on the credit of the State, a scheme under which the capital requirements of lines now dependent on Government capital may be supplied without Government intervention or assistance (paragraph 24).

(v.) We suggest that one or more of the State lines worked directly by the Government of India should be leased to companies formed under this scheme (paragraph 25).

(vi.) We advise that the Government should retain the right to resume at stated times, and on fixed and explicit terms, any lines the working of which may be placed in the hands of such companies, but we recommend that the contracts with the companies should be for a long period, even up to 50 years (*ibid*).

QUESTION 4.

(i.) We recommend that the equipment and improvement of existing lines should take precedence of the construction of new lines (paragraph 30).

(ii.) We do not think it advisable to establish a central reserve of wagons, as proposed by the Government of India (*ibid*).

QUESTION 5.

We are of opinion that the system under which the Railway Board now works is not satisfactory (paragraph 31), and we think (paragraph 33 (2))—

(i.) That, as a general rule, the Government of India should interfere as little as possible with the action of the Board in technical

matters and matters of detail, and that, in matters of importance, when such interference is unavoidable, the opinions of the Board should be treated, both in substance and in form, with special consideration.

(ii.) That the Board should be brought into closer connection with the Government of India—

(*a*) by giving the Chairman of the Board the right to submit a memorandum direct to the Member of Council in charge of railway business, and to claim a personal interview with him;

(*b*) by giving the Chairman the right of access to the Governor-General at stated times, and of attendance at the Council when his presence there is required by the Government of India.

(iii.) That no recommendation of the Board should be overruled, nor any blame imputed to it, without the matter having been previously brought to the notice of the Governor-General.

(iv.) That the Government of India should not, unless in very exceptional circumstances, interfere with the independent exercise by the Railway Board of the powers specially delegated to it.

(v.) That the Railway Board should be allowed to communicate direct with any Department of the Government of India, or with any Local Government.

We recommend further (paragraph 33 (3))—

(vi.) That the constitution of the Board should be modified, and that it should consist of a President and two members, one experienced in railway construction and the other in railway traffic, whose position should be that of assistants and advisers of the President.

(vii.) That the President's decision on questions with which the Board is empowered to deal should be absolute, but that the two members, in the event of their disagreeing with the President, should have the right of representing their views in writing to the Government of India.

(viii.) That the Board should have a thoroughly adequate and efficient office and headquarters staff.

Lastly, we recommend (paragraph 33 (4))—

(ix.) That the Board should refrain from occupying itself with matters of detail in connection with the management of individual railways, and should confine itself, as far as possible, to the general supervision and administration of the railway system.

On certain points which have come before us in the course of our enquiry, but which do not fall strictly within the terms of the questions put to us, we have made the following recommendations :—

(1.) That the attention of the Railway Board should be drawn to the question of the possibility of improving the working of the existing rolling stock on Indian railways (paragraph 10).

(2.) That, when possible, advantage should be taken of periods of easy money to raise funds in excess of immediate requirements (paragraph 22).

(3.) That as far as possible trunk lines should own, as well as construct and work, all branch lines (paragraph 28).

(4.) That the Railway Board should be instructed to give consideration to the question of ensuring closer correspondence between the estimated and the actual cost of railway construction than was shown by several cases brought to our notice (paragraph 37).

39. We desire, in conclusion, to acknowledge the value of the information and suggestions that have been placed before us in the evidence which we have taken, and in the memoranda which have been submitted for our consideration. We would draw special attention to the instructive series of tables prepared by Mr. Badock, the Accountant-General of the India Office, which contain in effect a history of Indian railway finance since 1886.

We have also to express our sense of the advantage that we have enjoyed in having as our Secretary Mr. W. Stantiall, of the India Office, whose zeal, ability, and exceptional knowledge of the subject have been of the greatest assistance to us.

(Signed) JAS. L. MACKAY (*Chairman*).
W. R. LAWRENCE.
FELIX O. SCHUSTER.
D. BARBOUR.
LIONEL ABRAHAMS.

W. STANTIALL,
Secretary.

Interim Report of the Committee on Indian Railway Finance, &c.
(Submitted in June 1907.)

The Committee have considered the letter from the Government of India, No. 28 (Railway), dated 25th April 1907, proposing the formation of a central reserve of wagons for use on railways in India, which has been referred to them by the Secretary of State for India. In view of the urgency attached to the matter by the Government of India, the Committee have judged it advisable to deal with the letter without delay, and they accordingly submit the following recommendations.

The proposal of the Government of India, briefly stated, is that, in addition to the expenditure provided for in the Railway Programme, a sum of 3,000,000*l.* should be spent within the next two or three years in the purchase by the State of 12,000 wagons, to be held as a reserve from which the loan of vehicles to any railway requiring additional stock could be made. The reasons given for this proposal are that it has been demonstrated that the Indian railways are at present unable to carry traffic which is offered, that it will be some time before each railway can be fully equipped to meet normal demands, and that it is moreover desirable to provide against extraordinary demands for wagons, which may always be expected to arise at different seasons.

Enquiries already made by the Committee confirm the conclusion of the Government of India that the existing equipment of Indian railways is inadequate, and they consider it essential that efforts should be made to improve the position as rapidly as possible. But the following reasons prevent them from recommending the adoption of the particular method proposed by the Government of India: (1) A central reserve of wagons would be a new departure; and it is therefore probable that before it could be established and fully utilised, delay would occur owing to the necessity for settling important questions requiring mature deliberation; (2) the Committee have reason to believe that the Railway Companies would prefer that any extra funds which can be made available for railway purposes this year should be allotted to the railway administrations in accordance with their requirements. The Committee are of opinion that the latter course is the more advantageous, and recommend its adoption.

With regard to the method by which it may be possible to obtain additional funds beyond those already arranged for under the Railway Programme, it is evident, from figures which have been placed at the disposal of the Committee by the Financial Department of the India Office, that it will not be safe to anticipate that the sum which can be borrowed by the Secretary of State for India in this country during the present year is capable of being increased beyond the amount entered in the Budget estimate, viz., 7,675,000*l.* (leaving out of account the liability in respect of debentures for 2,500,000*l.* maturing during the year). But they have had under consideration the question of the advisability of using a portion of the current year's profit on the coinage of silver for capital expenditure on Indian railways instead of investing it in British Government securities.

The object of the Gold Standard Reserve, to which the profit on coinage is credited, is to enable the Government of India and the Secretary of State to meet their sterling obligations in the event of a falling off in the demand for Council Bills. This Reserve at the present time consists of sterling securities of the market value of 12,310,629*l.*, together with a sum of six crores of rupees (equivalent to 4,000,000*l.*) which is held in silver in India to meet any sudden demand for coinage. In addition to the Gold Standard Reserve, there is a large amount of gold (11,066,000*l.*, of which 7,705,000*l.* is held in London and 3,361,000*l.* in India), in the Paper Currency Reserve, which could be applied to the same object. Apart, therefore, from the six crores of rupees in silver, there is at the present

moment a fund of upwards of 23,000,000*l.* in sterling securities and gold bullion which could be drawn upon in case of necessity.

The interest received on investments on account of the Gold Standard Reserve between the present time and the 5th January 1908 will, it is estimated, be about 270,000*l.*, while the profit on the coinage of silver up to the 31st December next is provisionally estimated at 1,850,000*l.* The addition to the Reserve by the beginning of next year would, therefore, in ordinary course amount to considerably over 2,000,000*l.*, bringing up the total amount of gold and sterling securities held in the Gold Standard Reserve and the Paper Currency Reserve to more than 25,000,000*l.*

Having regard to the satisfactory position which the gold reserves have now attained, as shown by the foregoing figures, the Committee are of opinion that it could not be regarded as imprudent to invest 1,000,000*l.* of the profit on coinage for the present financial year in Indian railways, and they therefore recommend this course to the Secretary of State.

It is a matter of urgency that any additional funds which are available should be immediately placed at the disposal of the railways, and the Committee would therefore suggest that a telegram be sent to the Government of India, in reply to their letter of the 25th April last, informing them that the consideration of the question of the creation of a wagon reserve is postponed for the present, but that a further sum of 1,000,000*l.* may be at once allotted to the several railways in such proportions as the Government may deem desirable, either for the provision of additional rolling stock or for the improvement of open lines to enable them to deal with traffic more expeditiously, thus bringing the total allotment for 1907–08 up to 10,000,000*l.* sterling. If this is done, the Government of India should be informed that the additional million which it is decided to allot will be supplied from the profit on coinage during the current year, and will be treated in account as an investment for the Gold Standard Reserve.

(Signed) J. L. Mackay (*Chairman*).
W. R. Lawrence.
F. O. Schuster.
D. M. Barbour.
L. Abrahams.

6th June 1907.

EAST INDIA (RAILWAYS AND IRRIGATION WORKS).

RETURN to an Address of the Honourable The House of Commons, dated 14 May 1908;—*for*,

"RETURN showing the ESTIMATED POSITION, as regards CAPITAL EXPENDITURE, of the several RAILWAYS and IRRIGATION WORKS under CONSTRUCTION in INDIA, on the 31st day of March 1908, and the PROPOSED EXPENDITURE thereon during 1908–09 (in continuation of Parliamentary Paper No. 150, of Session 1907)."

India Office,
18 May 1908.

ARTHUR GODLEY,
Under Secretary of State for India.

(*Mr. Robert Price.*)

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ON

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IN

1906–1907.

VOL. XL.

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REPORT.

The following Report on Sanitary Measures in India during the year 1906 is prepared for presentation to Parliament. It deals with the health of European and Native troops, of prisoners in jails, and of the general population; it also deals with vaccination, medical institutions, including hospitals and dispensaries, medical schools, and lunatic asylums, and with sanitation.

I.—EUROPEAN ARMY.

Sickness and mortality in 1906.

Sickness and mortality in 1906.—The year 1906 was an unhealthy one for all classes of people in India and the rates of admission to hospital, of mortality, and of invaliding, among European troops were all higher than those of 1905. The constantly sick rate, however, fell from 52 to 51 per 1,000. On an average strength of 70,272, of which 51 per cent. were men under 25 years of age and 21 per cent. were men with less than one year's service in India, the admissions to hospital were in the ratio of 871 per 1,000, against 834 in 1905, while the death rate rose from 10·05 to 10·43 and the invaliding rate from 21·24 to 28·36 per 1,000. The following statement shows the sickness and mortality among European troops in the three Commands and the Secunderabad and Burma Divisions during 1906 and 1905:—

Commands.		Average strength.	Ratio per 1,000 of average strength.				
			Admissions.	Constantly sick.	Deaths.	Invaliding.	Total loss.
Northern Command ...	1906	18,699	848	48	8·45	20	28
	1905	18,274	800	49	9·08	20	29
Western " ...	1906	18,885	936	51	12·92	42	55
	1905	19,537	896	55	11·62	29	41
Eastern " ...	1906	18,850	824	54	10·56	25	36
	1905	18,983	820	54	10·90	19	30
Secunderabad Division ...	1906	8,520	927	61	9·62	32	42
	1905	8,389	813	62	8·46	18	26
Burma " ...	1906	3,853	898	53	9·86	19	29
	1905	3,812	971	54	9·71	15	25
INDIA ...	1906	70,272	871	51	10·43	28	38
	1905	71,343	834	52	10·05	21	31

It will be seen from the above statement that the lowest constantly sick and death rates were recorded among the troops in the Northern Command and that the highest admission, death and invaliding rates were recorded among troops in the Western Command. In regard to mortality there was an improvement in the Northern and Eastern Commands only, and the total loss by invaliding and death was greater than in the previous year in all except the Northern Command. As in 1905 the health of the European troops in the Rawalpindi and Lahore Divisions was better than in the other Divisions during 1906.

The increase in sickness was due chiefly to a rise in the number of admissions on account of ague; this disease, venereal diseases and simple continued fever were the chief causes of sickness during the year. Ague caused an admission rate of 176 per 1,000 against 111 in 1905, venereal diseases 117 per 1,000 against 154 and simple continued fever 56 per 1,000 against 48. Forty per cent. of the total sickness resulted from these three causes. There was increased sickness from ague, remittent fever and simple continued fever. Enteric fever and hepatic abscess were, as usual, the chief causes of mortality, the death rate from the former being 3·19 per 1,000 as against 2·99 in 1905 and from the latter 1·52 as against 1·18. Thirty-one per cent. of the total deaths were due to enteric fever and 15 per cent. to hepatic abscess. The mortality from each of the chief diseases with the exception of heat-stroke, pneumonia and tubercle of the lungs, was higher than in 1905. The chief causes of invaliding were debility, ague, syphilis, valvular disease of the heart, enteric fever, and disordered action of the heart; these accounting altogether for nearly one-half of the total invaliding. The

number of men sent home on account of syphilis rose from 75 in 1905 to 120 in 1906 and on account of enteric fever from 52 to 115, but the number invalided for tubercle of the lungs fell from 116 to 92. The admission rate of European troops was nearly 19 per cent. greater than that of native troops, while their constantly sick rate was more than twice as high. The European death rate was 10·43 and the native 6·57 per mille.

The following table shows the sickness and mortality among the European troops according to geographical groups:—

Groups.	Average strength.	Ratio per 1,000 of average strength.		
		Admissions.	Constantly sick.	Deaths.
Burma Coast and Bay Islands ...	1,375	866	46	6·55
Burma Inland	1,609	943	56	14·92
Bengal and Orissa	1,775	1,120	77	9·58
Gangetic Plain and Chutia Nagpur ...	6,871	788	52	12·08
Upper Sub-Himalaya	13,989	886	53	9·58
North-Western Frontier, Indus Valley and North Western Rajputana.	4,975	1,252	56	10·25
South-Eastern Rajputana, Central India and Gujarat.	6,249	1,027	55	15·68
Deccan	10,188	756	49	13·74
Western Coast	1,444	817	57	6·03
Southern India	3,802	1,016	59	6·84
Hill Stations	11,235	675	41	6·14
Hill Convalescent Depôts and Sanitaria...	3,592	807	58	10·58
INDIA	70,272	871	51	10·43

Of the above 12 groups the admission rate recorded in six was higher than that for the European Army as a whole and in five groups the death rate was higher. The most unhealthy group, judged by the admission rate, was the North-Western Frontier and Indus Valley with a rate of 1,252 per 1,000. Of the stations with a strength of over 1,000 the highest death rates were recorded in Jhansi (28·09) and Mhow (16·01).

Fevers.—Ague ranked first in the list of causes of admission to hospital. Throughout Northern India the autumn months were exceptionally malarious. The admission rate from intermittent fever rose from 111 per 1,000 in 1905 to 176 and the death rate from ·11 to ·23. The admission rate among troops in the Northern Command rose from 70 per 1,000 in 1905 to 226 per 1,000, in the Western from 163 to 250, and in the Eastern from 113 to 132. The Peshawar and Mhow Divisions were chiefly affected. Ague accounted for 20 per cent. of the sickness from all causes as against 13 per cent. in 1905. The more frequent use of the microscope in diagnosis has resulted in a great increase in the admission rate from simple continued fever. Anti mosquito operations, the systematic use of quinine, and the removal of regiments severely attacked by malaria into camps situated at some distance from their barracks were among the chief measures adopted to check malaria during the year.

The admissions for *enteric fever* were 1,095 or 15·6 per 1,000 of strength, as against 1,146 or 16·1 in 1905, but the deaths were 224 against 213, or a death rate of 3·19 against 2·99. The constantly sick rate was 224·1 against 220·5. The average duration of a case was 75 days against 70 in 1905, and the total loss of service was 81,800 days against 80,482. The disease was more prevalent and fatal in the Eastern and Western Commands than in the Northern. Among the stations with an average strength of over 1,000 a death rate of 14·98 was recorded in Jhansi, 9·39 in Mhow and 9·15 in Agra. Among soldiers from 20 to 25 years of age the death rate was 4·64 per 1,000 against 4·32 in 1905, while among men between 25 and 30 and from 30 to 35 the mortality was 2·08 and 1·64 per 1,000, respectively. Of the 224 deaths from enteric fever 39 per cent. occurred among men between 20 and 25, and 17 per cent. among men between 25 and 30. Among men of less than one year's residence in India the death rate was 3·88 per 1,000, among men between one and two years' service 4·03, and among men between two and three years' service 2·77. Patients are now kept in hospital longer than formerly and the early diagnosis of cases and the isolation of convalescents until they cease to

excrete the bacilli in their dejecta are the most important prophylactic measures now aimed at. An investigation of the causes and prophylaxis of enteric fever among European troops in India was commenced at the Central Research Institute in India in March 1906 and the results already obtained are of great importance.

Venereal diseases.—Venereal diseases were the cause of 13 per cent. of the total sickness during 1906, and of 7 per cent. of invaliding in the European Army. The admission rate per 1,000 was 117 as against 154 in 1905. In all probability the noteworthy reduction in the rates during recent years is due to a real reduction in the amount of venereal disease among European troops, for in 1906 the procedure with regard to the statistical record of the diseases under this heading was the same as in 1905, and the reduction is evident in the statistics of invaliding and death which are not affected by changes in the method of record. A potent factor in bringing about a reduction in the rates from venereal diseases is the great improvement which has taken place in the methods and duration of treatment. Of the Commands the highest admission rate, *viz*, 127, was in the Eastern Command, the rate in the Western Command being 121 and in the Northern 76. The Burma Division suffered most, with a rate of 191 per 1,000 and the Peshawar Division least (64·5). The rates at some stations were high, *e.g.*, Fort William (325), Mallapuram (285), Deolali (253), Saugor (252·5), and Madras (236). The number of men constantly sick in hospital from these diseases was 865 against 1,089 in the previous year ; and the average stay of a case in hospital was about 38 days. The total loss of service thus involved amounted to 315,648 days. The deaths from these diseases numbered 11 (or ·16 per mille) and the invalidings 131 (1·86 per mille), against 13 and 83 respectively in 1905.

Abscess of the liver.—From hepatic abscess there were 107 deaths, giving a ratio of 1·52 per 1,000 of strength, against 84 deaths and 1·18 per 1,030 in 1905. The mortality was greatest among troops in the Western Command.

Other diseases.—Cholera was considerably more prevalent, the number of cases recorded being 72 and the number of deaths 46 against 10 cases and 9 deaths in 1905 and 16 cases and 11 deaths in 1904.

Small-pox caused 87 cases with 4 deaths, against 99 cases with one death in 1905 and 49 cases with 4 deaths in 1904. There has been an increase in the prevalence of this disease among European troops in India during recent years, coincident with a great increase in the numbers of men who at the yearly examinations are found to have no satisfactory marks or record showing that they have been vaccinated.

The admission rate from dysentery rose from 13·4 per mille in 1905 to 15·2 and the death rate from ·46 to ·53. As in the previous year the disease was most prevalent and fatal among troops in the Western Command.

There were 17 cases of plague and 2 deaths, against 13 cases and 4 deaths in 1905.

Influenza caused an admission rate of 11·4 per mille as against 14·2 in 1905. Peshawar, Agra and Cawnpore were the stations chiefly affected.

The admission rate from tubercle of the lungs fell from 2·1 per mille in 1905 to 1·6 and the death rate from ·28 to ·17.

Invaliding.—The loss by invaliding during 1906 amounted to 1,993 men, equal to 28·36 per 1,000 of strength, against 1,508 or 21·24 in 1905. The invaliding rates ranged from 42 in the Western Command to 19 in the Burma Division. A striking feature of the statistics is the large increase in the numbers invalided for enteric fever and for debility. Of the 115 invalided from enteric fever 110 were under 30 years of age and of the 255 invalided from debility 178 were under 30 years of age. The number of invalidings for syphilis was 120 and for tubercle of the lungs 92. As regards the influence of age and length of residence in India upon invalidings 48 per cent. of the total number invalided were under 25 years of age and 83 per cent. were under 30, while 27 per cent. were of less than two years' service in India and 66 per cent. were of less than five years.

II.—NATIVE ARMY.

Sickness and mortality in 1906.—The health of the Native Army during 1906 was very good. The admission rate was somewhat higher than in 1905, but the constantly-sick rate and the death rate were the lowest on record. The invaliding rate was considerably lower than in 1905.

The ratios of sickness and mortality during 1906 and the previous year were as follows :—

Commands.		Average strength.	Ratio per 1,000 of average strength.		
			Admissions.	Constantly sick.	Deaths.
Northern Command ...	1906	40,535	791	25	6·19
	1905	36,696	652	26	12·92
Western ,, ...	1906	34,972	743	24	8·09
	1905	33,932	602	23	6·60
Eastern ,, ...	1906	21,918	647	25	6·93
	1905	21,823	572	23	6·42
Secunderabad Division ...	1906	10,603	524	20	7·73
	1905	11,794	466	19	5·77
Burma ,, ...	1906	5,310	644	26	4·14
	1905	4,793	614	26	6·47
INDIA ,, ...	1906	127,853	684	23	6·57
	1905	123,434	607	23	8·09

In 1906 the admission and constantly sick rates were highest in the Northern Command, but the death rate was highest in the Western Command, where cholera was prevalent.

The following statement gives the principal statistics of the Native Army, arranged in geographical groups, for 1906 :—

Groups.	Average strength.	Ratio per 1,000 of average strength.		
		Admissions.	Constantly sick.	Deaths.
Burma Coast and Bay Islands ...	1,349	485	18	4·45
Burma Inland	2,836	674	26	3·53
Assam	954	775	25	2·10
Bengal and Orissa	1,816	876	33	9·91
Gangetic Plain and Chutia Nagpur ...	6,209	564	18	7·25
Upper Sub-Himalaya	20,842	600	22	6·19
North-Western Frontier, Indus Valley and North-Western Rajputana.	19,224	938	27	5·20
South-Eastern Rajputana, Central India and Gujarat.	13,243	767	23	8·08
Deccan	16,591	579	21	9·22
Western Coast	1,783	804	25	12·90
Southern India	4,282	605	20	6·31
Hill Stations	22,403	735	28	6·83
INDIA	127,853	684	23	6·57

The chief causes of sickness were ague, dysentery, simple continued fever, respiratory diseases other than pneumonia, venereal diseases, and anæmia and debility, while pneumonia, tubercle of the lungs and cholera were the chief causes of mortality.

In seven of the 12 groups the constantly sick rate was higher than that for the whole Native Army, and in 6 the mortality was greater. The highest mortality was recorded in the Western Coast group.

Out of 40 stations with an average strength of over 1,000 in 1906 there were three in which sickness and mortality were heavy. At Dera Ismail Khan the admission rate

was 1,795 per mille and the death rate 5·80, the chief causes of the great amount of sickness being malaria, dysentery and respiratory diseases. At Abbottabad the admission rate was 1,219 per mille and the death rate 7·67, intermittent and simple continued fevers being the chief causes of sickness. At Mhow the admission and death rates were 810 and 16·67 per mille, the high death rate being due chiefly to the mortality from plague. In 1906, as in previous years, comparatively low hill regions near the foot of mountain ranges were found to be least favourable to the health of the troops.

The Native troops suffered less than the European troops from influenza, cholera, small-pox, enteric fever, intermittent fever, simple continued fever, diarrhœa, hepatic affections and venereal diseases, but more from the other chief causes of sickness.

Intermittent fever.—The chief cause of sickness was, as usual, ague, which contributed 38 per cent. of the total admissions. The admission rate was 262 per mille as against 171 in 1905. The rate in all the Commands was higher than in the previous year, the increase being greatest in the Northern Command. October and November were the months of greatest prevalence.

Pneumonia.—Pneumonia was, as usual, the chief cause of death in the Native Army and contributed 23·7 per cent. of the total deaths, the death rate being 1·56 per 1,000 of average strength, against 1·90 in 1905. The death rate from this disease among the Native soldiers was more than five times as great as that among European troops. The disease was most prevalent during the year among troops located in the Hill Stations group and most fatal in Group X—Western Coast.

Other diseases.—There was a considerable increase in the prevalence of cholera, 94 cases and 62 deaths being reported as against 11 cases and 7 deaths in 1905. The admission and death ratios from enteric fever were only 1·0 and ·27 per mille respectively, as against 15·6 and 3·19 for European troops. Remittent fever accounted for 5·1 per cent. of the total mortality. The admission rate from simple continued fever was 29·6 per 1,000 against 14·3 in 1905 and 6·7 in 1904. There were 147 admissions to hospital and 83 deaths from plague as against 79 admissions and 46 deaths in 1905. The admission rate from tubercle of the lungs (2·5 per 1,000) was the lowest since 1896, but the death rate rose from ·50 per 1,000 in 1905 to ·52. The prevalence of the disease among Gurkhas was, as usual, much greater than among other races in the Native Army. Dysentery was rather more prevalent and fatal than during 1905, the admission rate rising from 32·5 per mille to 37·1 and the death rate from ·18 to ·20. Venereal diseases caused an admission rate of only 16·2 per 1,000; they were more than seven times as prevalent among European troops as among Native troops. Their prevalence in the Native Army has decreased steadily during recent years though not as rapidly as among European troops. Gurkhas, as usual, suffered most.

Invaliding.—The chief causes of invaliding were tubercle of the lungs, debility, rheumatism, venereal diseases and ague. The invaliding rate was 7·05 per 1,000 against 9·02 in 1905, the respective numbers discharged being 902 in 1906 and 1,113 in 1905.

III.—GENERAL POPULATION.

Meteorology.—The chief meteorological conditions of the year 1906 were the persistency of the cold weather longer than usual, the excessive rainfall, especially in northern India, during February and March, the delay in the setting in of the monsoon rainfall, and, at the end of the year, the excessive rainfall in many parts of the country.

The year was very unhealthy and the mortality from all the principal diseases except plague was considerably higher than in 1905. Cholera was severe throughout southern India, and all over northern India the autumn was exceptionally malarious. The number of deaths recorded as due to plague was, however, only about one-third of the number recorded in 1905, and from all causes taken together there were recorded in British territory 265,441 fewer deaths than in that year.

Registration of Vital Statistics.—There are defects in the registration nearly everywhere; in some places the defects are very serious. Improvement in registration is, however, being steadily effected, and in some of the provinces the errors in the numbers of births and deaths registered are comparatively small, although the causes of death are everywhere, except in a few of the greater cities, incorrectly reported. The experiment of employing a professional agency in a selected area to ascertain the actual causes of the deaths registered was begun on the 1st of August 1906 in a selected area in Bengal.

Births and Deaths.—The mean birth rate of the population under registration, 223,511,195, was 37·80 per 1,000 against 39·13 in 1905, the birth rates in the larger provinces ranging from 51·72 per 1,000 of population in the Central Provinces and Berar to 26·10 in Coorg. The populations among whom deaths are registered aggregate 226,125,682 according to the census of 1901, and the mean death rate in 1906 was 34·73 per 1,000, against 35·96 in 1905, the death rates ranging in the larger provinces from 43·47 in the Central Provinces and Berar to 26·22 in Upper Burma. Male infants died at the rate of 228·30 per 1,000 born and female infants at the rate of 217·52 compared with rates of 231·11 and 217·72 in 1905.

Chief diseases.—Of the chief diseases cholera was present in every province except the North-West Frontier Province, and was severe in Madras (death-rate 3·9), Bengal (3·81), Eastern Bengal and Assam (3·63), the Central Provinces and Berar (3·26), the United Provinces (3·14) and Bombay (2·50). The total mortality from cholera rose from 441,786 to 690,519. Small-pox was more widespread than in 1905 and the death rates were upwards of ·5 per 1,000 in seven provinces, the highest being 1·42 in Lower Burma, 1·30 in Coorg, ·83 in the Central Provinces and Berar, and ·8 in Madras. The mortality for India generally was 109,583 against 70,962 in 1905. From fevers the number of deaths was higher than in 1905 by 35,187, the total being 4,452,842. The mortality was greater than in the previous year in all provinces except Bengal and Eastern Bengal and Assam. Fever is credited with many deaths really due to other causes and in the year under notice 56 per cent. of the deaths from all causes were registered under this heading. It is estimated that the mortality from malarial fever is not more than between 20 and 30 per cent. of the mortality recorded under the heading fever. The mortality from dysentery and diarrhœa rose from 264,124 to 298,117, the death rates being higher than in 1905 in all provinces except the United Provinces. The death rates from respiratory diseases were highest in Bombay (3·28) and the Punjab (2·84). Plague was much less prevalent than in 1905, the total number of deaths in India as a whole being 356,721 as against 1,069,140 in 1905. The decrease in mortality was common to all the greater provinces being especially large in the United Provinces, the Punjab, and Bengal. Coorg was the only province entirely free from the disease. The mean plague death rate for the British provinces was 1·33 per 1,000 against 4·17 in 1905. The Plague Commission which has been working continuously in India for two years under the direction of an Advisory Committee in England has solved many very important problems in connection with the etiology and mode of spread of the disease. It is now established that plague is carried from rat to rat by means of the rat-flea and all the evidence at present available is in favour of the correctness of the flea theory in respect of man. The deaths from the chief diseases and from all causes in the several British provinces in 1906 were as follows:—

Provinces.	Cholera.		Small-pox.		Fevers.		Dysentery and Diarrhœa.		Plague.		Respiratory Diseases.		Deaths from all causes.		
	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	Total deaths.	Ratio per 1,000.	
														1906.	1905.
Bengal ...	192,596	3·81	22,206	·43	1,132,579	22·41	48,920	·96	59,619	1·17	12,825	·25	1,823,243	36·08	38·53
Eastern Bengal and Assam.	108,278	3·63	6,972	·23	645,733	21·65	26,912	·90	74	·002	3,298	·07	944,335	31·67	35·06
United Provinces of Agra and Oudh.	149,549	3·14	13,202	·28	1,317,491	27·62	26,348	·55	69,660	1·46	20,139	·42	1,863,336	39·07	44·00
Punjab ...	4,232	0·21	15,239	0·66	407,878	20·28	17,595	0·87	91,712	4·56	57,127	2·84	742,906	36·94	47·55
North-West Frontier Province.	...	...	1,127	0·57	52,039	26·14	571	0·29	41	0·02	1,383	0·69	67,149	33 73	26·79
Central Provinces and Berar.	38,768	3·26	9,889	0·83	225,141	18·95	42,583	3·58	18,131	1·53	16,609	1·40	516,613	43·47	37·31
Lower Burma...	5,529	·99	7,903	1·42	54,422	9·77	9,180	1·65	5,223	·94	4,024	·72	151,193	27·15	24·93
Upper Burma...	2,343	·80	637	·22	21,422	7·34	1,979	·68	3,414	1·17	2,544	·87	76,493	26·22	22·46
Coorg ...	10	·06	234	1·30	4,266	23·62	141	·78	...	...	43	·24	5,185	29 26	26·24
Madras ...	142,811	3·9	29,840	0·8	304,926	8·4	61,588	1·7	898	0·02	23,378	0·7	998,391	27·4	21·4
Bombay ...	46,119	2·50	4,063	·22	274,653	14·86	61,736	3·34	51,525	2·79	60,615	3·28	648,019	35·06	31·84
Ajmer-Merwara	284	·60	271	·57	12,292	25·77	564	1·18	68	·14	322	·67	15,367	32·22	34·25
Total ...	690,519	3·05	109,583	0·48	4,452,842	19·69	298,117	1·32	300,355	1·33	201,307	0·89	7,852,330	34·73	35·96

Bengal. In the province of Bengal the first three months of the year were unusually wet and cold. The rainfall of the south-west monsoon was irregularly distributed and except in Bihar was in defect. Agricultural produce was below normal in most of the districts. The birth rate per 1,000 of the population, *viz.*, 50,528,044, was 37·32. In towns the birth rate ranged from 61·92 per 1,000 to 4·50. In many towns the exceptionally low birth rates are due to the small numbers of females among the population.

The death rate was 36·08 per 1,000 against 38·53 in 1905, the fall being due to a decline in the mortality from plague and the diseases grouped under the heading "fevers."

Male and female infants died at the rates of 214·1 and 198·1 per 1,000 born, respectively. The death rates of males and of females approached each other closely in the age periods 15—20 and 20—30, but the male rates were the higher in every age period, the general male death rate being 37·91 and the female 34·28.

Cholera caused 192,596 deaths or 3·81 per 1,000 of the population against 2·93 per 1,000 in 1905. Excepting the year 1900, the mortality from this disease was the highest ever recorded and no district escaped. In the district of Purnea 9·37 per 1,000 of the population died from cholera, in Bhagalpur 8·23 and in Champarun 6·88. Disinfection of wells with permanganate of potash was carried out in 16 districts where cholera prevailed.

The number of deaths from small-pox rose from 7,213 or ·14 per mille to 22,206 or ·43. Among the districts with the highest mortality Puri stood first with a death rate of 4·85 per mille, followed by Calcutta with 3 42 and Howrah with 1·63.

The recorded death rate from fevers was 22·41 per mille against 24·34 in 1905. Anti-malarial operations were carried out in four towns and a committee was appointed with a view to ascertain how far the prevalence of malarial fever in the province is due to defective drainage and whether a drainage scheme to remedy the evil is practicable. There was a reduction in the amount of quinine sold, 32,189 parcels (each containing 102 seven-grain packets) having been disposed of, against 35,472 in 1905

Dysentery and diarrhœa caused 48,920 deaths against 45,260 in 1905. The highest death rates were recorded in the Howrah, Cuttack, Puri and Darjeeling districts. The death rate in towns was more than three times as high as in rural areas.

Plague was much less prevalent, the number of deaths falling from 126,084 in 1905 to 59,619 and the death rate from 2·52 to 1·51. Mortality was highest in the districts of the Patna Division. Nearly three-fourths of the municipal towns escaped, but some suffered severely *e.g.*, Monghyr (death rate 48·94 per mille), Tikari (35·10) and Revelganj (29·49). Rat-killing operations were vigorously carried out in many places, notably in the Jagadispur municipality and surrounding villages where 1,409,351 rats were killed during the period of the experiment.

City and Port of Calcutta. The birth rate recorded in the municipality of Calcutta was 17·79 per 1,000 of population compared with 18·44 in the previous year, and 15·40 the mean of the five years ending with 1905. The death rate which had risen to 37·95 per 1,000 in 1905 from 32·2 in 1904, fell to 35·73 in 1906. The death rate from plague showed a fall from

8·69 to 3·07 ; the cholera death rate was 2·95 against the provincial average of 3·01 for towns, while a severe outbreak of small-pox increased the death rate due to this cause from ·32 to 3·42 per 1,000. The death rate from fevers was, as usual, comparatively low, 4·58 in 1906 and 5·13 in 1905, the corresponding rates for Bengal as a whole being 22·41 and 24·34.

The total number of European seamen who arrived in Calcutta during 1906 numbered 20,118 against 20,339 in 1905, giving a daily average population of 1,138 against 1,114. There were 13 deaths during the year including 3 from cholera. The average native floating population during 1906 was estimated at 29,768, and the deaths among them numbered 182, giving a ratio of 6·11 per 1,000 against 4·29 in 1905. The deaths incuded 48 from cholera and 37 from fever.

Eastern Bengal and Assam.

The rainfall in Eastern Bengal and Assam was approximately normal in amount, and was fairly evenly distributed; but many districts suffered from floods which injured the growing rice crop or delayed the importation of grain. In the area under registration with a population of 29,812,735, the birth rate was 37·38 per 1,000. As usual the highest district birth rate was that recorded in Goalpara (45·94). The recorded death rate was 31·67 per 1,000 as against 35·06 in 1905. Male infants died at the rate of 205·9, and female infants at the rate of 187·7 per 1,000 born. The death rate from cholera rose to 9·63 per 1,000, the number of deaths being 108,278. January was the month of greatest prevalence and in most districts the prevalence diminished with the onset of the rainy season. The mortality from cholera among the tea-garden coolies was 2 35 per mille. Small-pox was responsible for 6,972 deaths or ·23 per mille of the population. The disease was most prevalent in the Kamrup district where the death rate was 3·08 per mille.

There was a decrease in the prevalence of fevers, the number of deaths being 645,733 or 21·65 per 1,000 as against 23·68 in 1905. Over 68 per cent. of the total mortality was recorded under this heading, and in Dinajpur, which was the district with the highest death rate, over 91 per cent. of all the deaths were recorded as being due to fever. From *kala azar* 2,407 deaths were recorded. It is believed that the disease is gradually disappearing from all parts of the province. An investigation in connection with *blackwater fever* and other fevers in the Dooars is being carried on under the direction of a committee.

From dysentery and diarrhœa the death rate was ·90 per mille. The death rates recorded in districts varied between 5·58 in Lakhimpur and ·05 in Dinajpur.

There were three outbreaks of pneumonic plague resulting in 74 deaths during the year, but the province continued to be free from ordinary bubonic plague. Enquiries regarding the distribution of rats in the province are being carried out. It is said that they are by no means common in the rural areas of the lower districts.

United Provinces of Agra and Oudh.

The health of the general population of the United Provinces was fairly good during the early part of the year, but during the autumn and winter months malaria was more prevalent than usual. In a few districts famine conditions were present until the onset of the rains. The birth rate fell to 40·22 per 1,000 as compared with 41·24 in 1905. The highest district rate was 54·42 in Bijnor and the lowest 27·74 in Ballia. The death rate fell to 39·07 per mille, the number of deaths being 1,863,336 as against 2,098,300 in 1905 The decrease was due almost entirely to the lessened prevalence of plague. The district death rates varied from 80·75 in Jalaun to 26·63 in Dehra Dun. Male infants died at the rate of 249·7 and female infants at the rate of 252·2 per 1,000 born.

Cholera deaths rose from 121,790 or 2·55 per 1,000 in 1905 to 149,549 or 3·14 in 1906. All districts suffered more or less, those with the highest death rates being Jhansi (13·70), Jalaun (11·50), Gonda (10·58) and Kheri (10·24).

The deaths from small-pox rose from 3,273 in 1905 to 13,202 in 1906, the corresponding rates being ·07 and ·28 per mille. Garhwal was the only district which was practically free from the disease during 1906.

The number of deaths from fevers was higher by 33,327 than in 1905 and the death rate was 27·62 per 1,000 as against 26·92. Malarial fevers were considerably more prevalent, the proportion of cases diagnosed under this heading among patients treated at dispensaries rising from 155 per 1,000 of all cases treated in 1905 to 172 per 1,000 in 1906. The number of quinine powders, each costing one pice, sold during the year was 1,205,181. Large quantities of quinine were also distributed gratuitously.

The recorded mortality from dysentery and diarrhœa was almost the same as in 1905; the death rate (·55 per 1,000) was lower than in any other province except the North-West Frontier Province.

The number of plague deaths fell from 383,802 in 1905 to 69,660 and the death rate from 8·05 to 1·46. Three districts escaped altogether and in seven others the number of deaths was less than one hundred. The highest district death rates were 7·82 per 1,000 in Ballia and 5·47 in Bijnor. The death rate among females was 1·68 per mille and among males 1·25.

Punjab.

The rainfall in the Punjab during February and March was exceptionally heavy. The monsoon rains were scanty in July, but abundant afterwards. The last three months of the year were dry and warm. The birth rate fell from 44·4 per 1,000 to 43·7, which is, however, 2·1 per 1,000 higher than the quinquennial mean. The rates in districts ranged from 53·7 in Lyallpur to 20·0 in Simla. The recorded deaths numbered 742,906, which is less by 213,202 than in 1905, the reduction being due to the diminished prevalence of plague. The death rate from all causes was 36·9 per mille as against 47·6 in the previous year. The district death rates varied between 49·7 in Sialkot and 2·42 in Simla. The death rates among male and female infants were 230·2 and 240·1 per 1,000 births respectively.

Cholera caused 4,232 deaths (0·21 per 1,000) against 2,197 (0·11) in 1905. More than one-third of the total number of deaths occurred in the Lahore district. Among the larger towns Rewari was the only one in which the disease prevailed severely.

The mortality from small-pox was 13,239 or 0·66 per 1,000 against 4,723 or 0·23 per 1,000 in 1905. Vaccination is compulsory in 26 towns and the death rate from small-pox in these was 1·25 per mille; in the towns where vaccination is not compulsory it was 1·58 per mille.

The death rate from fevers was 20·28 per 1,000 against 18·40 in 1905. The proportion of cases diagnosed as malaria in dispensaries rose from 112 per 1,000 of the total number of patients treated in 1905 to 170 per 1,000 in 1906. Quinine was, as usual, distributed gratuitously in a number of districts.

The death rate from dysentery and diarrhœa was ·87 per mille as compared with ·68 in 1905. The highest rate was in the Jhelum district. The death rate recorded in towns was more than three times as high as in rural areas.

Plague was much less prevalent than in any year since 1901; the number of deaths was 104,863 as against 390,233 in 1905. Four districts were free from the disease and in four others the mortality was slight. In rural areas the death rate was 4·45 per 1,000 compared with 5·53 in towns. Females died at the rate of 5·14 per 1,000 and males at the rate of 4·06. Although generally apathetic, the people are gradually becoming less suspicious of proffered assistance. Systematic operations for the destruction of rats were carried out during the plague season of 1906-07 in 8,650 villages and 70 municipal towns.

North-West Frontier Province.

The birth rate in the North-West Frontier Province rose from 35·4 per mille in 1905 to 38·6, which is the highest rate hitherto recorded. The district rates ranged from 46·1 in Kohat to 36·2 in Dera Ismail Khan. It appears that the rise in the birth rate is largely due to improved registration. The special measures for the check of registration carried out during the last three years were continued and show that, although the proportion of male to female births is very high, it is possibly exaggerated by defective registration. The death rate rose from 26·8 per 1,000 in 1905 to 33·7 in 1906. The autumn was very unhealthy.

There was no case of cholera reported during 1906. The death rate from small-pox rose from ·29 per mille in 1905 to ·57. The death rate from fevers rose to 26·14 as against 20·69 in 1905. It is probable that during 1906 the prevalence and severity of malarial fever was greater in this than in any other province. From dysentery and diarrhœa 571 deaths were recorded as compared with 562 in 1905. Previous to 1906 only imported cases of plague had occurred in this province, but in March of that year there was an outbreak of pneumonic plague, which caused 40 deaths in the Hazara district. There were only 3 other cases—2 in Peshawar city and 1 in Dera Ismail Khan.

Burma.

In Lower Burma the birth rate in 1906 was 32·33 per 1,000 against 34·34 in the previous year. In Upper Burma the registration of births was confined in 1906 to 13 towns in which the birth rates ranged from 39·22 in Taungdwingyi to 28·58 in Meiktila. The death rate in Lower Burma rose from 24·93 in 1905 to 27·15; and in Upper Burma from 22·46 to 26·22.

Cholera was more prevalent than in 1905. The death rate in Lower Burma was ·99 per mille and in Upper Burma ·80 per mille. Small-pox caused 8,540 deaths against

6,161 in 1905. Lower Burma was chiefly affected, the death rate being 1·42 per mille as compared with a rate of ·22 per mille in Upper Burma.

In Lower Burma the recorded death rate from fevers was 9·77 per mille as compared with 8·97 in 1905; and in Upper Burma it was 7·34 as compared with 6·76. The number of pice packets of quinine sold at post-offices was considerably greater than in 1905.

The recorded death rate from dysentery and diarrhœa in 1906 was 1·65 per mille in Lower Burma and ·68 in Upper Burma, the rates in the previous year having been 1·43 and ·44 respectively. The increase may have been due partly to the registration of deaths from cholera under the heading dysentery and diarrhœa. The deaths from plague rose from 3,692 in 1905 to 8,637 in 1906. The highest death rates were 11·79 in Rangoon and 6·87 in Mandalay. Males suffered more than females. Over four and a quarter million rats were killed in the different rat-destruction campaigns carried on during the year.

Central Provinces and Berar.

In the Central Provinces and Berar the monsoon rainfall in 1906 was abundant and well distributed, but the heavy rainfall was followed by an unhealthy autumn and mortality was high in August, September and October. The birth rate was 51 72 per 1,000 against 54·02 in 1905 In three districts the rates were 60 per 1,000 or over and the rate was below 45 in only one district. The death rate was 43 47 per 1,000 against 37·21 in the previous year; the rates ranging from 64 38 in Yeotmal to 30 0 in Raipur. In a small town in the Nagpur district the enormous death rate of 220·59 per 1,000 was recorded. More than 12 per cent. of the inhabitants of this town died from plague and more than one per cent. from cholera. Male and female infants died at the rates of 292·16 and 266·35 per 1,000 born, respectively.

Cholera was very prevalent during 1906, the number of deaths recorded being 38,768 or 3·26 per 1,000 of the population against 1,217 or ·10 per 1,000 in 1905. Of the total number of deaths in the year under notice 17,247 occurred in the Central Provinces and 21,521 (7·81 per mille) in Berar. The death rate in Berar has only three times been exceeded during the last 35 years. The deaths from small-pox numbered 9,889 against 8,364 in 1905. The existence of plague is said to have interfered with vaccination during recent years.

The death rate from fevers was 18·95 per mille against 17·43 in 1905. Anti-mosquito operations were carried out on a small scale in a few towns. There was a decrease in the amount of quinine sold during the year, which was attributed to villages being vacated on account of plague.

The death rate from dysentery and diarrhœa (3·58 per mille) was the highest recorded in any province during 1906. The death rate in the Central Provinces was only 1·98, but in Berar it was 8 91, which may have been due partly to deaths from cholera having been registered under the heading dysentery and diarrhœa. Plague caused 18,121 deaths in 1906 against 5,345 in the previous year. Only two districts entirely escaped. The attitude of the people has improved greatly.

Madras.

In the Madras Presidency the birth rate fell to 30·9 per 1,000 in 1906 as compared with 32·0 in 1905. The rates in 16 districts during 1906 were lower than in the previous year, which is ascribed to the continued high price of food grains. The total number of deaths registered was 998,391, or 27·4 per 1,000 against 21 4 in 1905. The district death rates ranged from 46 9 in Madras to 22·0 in Nellore. Cholera, small-pox, fevers, dysentery and diarrhœa were all more prevalent than usual.

Cholera caused 142,811 deaths or 3·9 per mille as compared with 16,888 or ·5 per mille in 1905. Deaths from the disease were reported in all the districts, those with the highest rates being Kistna (8·9), Godaveri (8·3) and Kurnool (7·6). August and July were the months of greatest prevalence.

The death rate from small-pox rose from ·5 to ·8 per mille. A death or deaths from the disease were registered in every district and in all except 10 of the 61 municipal towns.

The death rate from fevers in 1906 was, as usual, much lower than in any of the other large provinces; the total was 304,926 (8·4 per mille) as compared with 265,044 (7·2 per mille) in 1905. In 1906, out of the total of 232 towns in the Presidency, there were only three in which the death rate from fevers exceeded 20 per mille.

Dysentery and diarrhœa accounted for 61,588 deaths or 1·7 per 1,000 of population against 1·4 in 1905 Many cases of cholera may have been returned under this heading. The deaths from plague fell to 898 in 1906 against 5,788 in 1905. The death rate in 1906 was only ·02 per mille.

In Madras City the birth rate which had risen above the average to 46·0 per 1,000 in 1905, fell to 36·6 in 1906. The death rate fell from 59·5 to 46·9 per 1,000, but was lower than in some other municipal towns. The provincial average for towns was 33·4 per 1,000. The total deaths numbered 23,165 against 29,351 during 1905; fevers accounted for 5,352 against 5,496, cholera for 540 deaths against 3,534, dysentery and diarrhœa for 4,386 against 5,542, and the plague deaths rose from 22 to 56. Madras City.

The rainfall in the Bombay Presidency in 1906 was abundant and well distributed, but prices of food grains were at a higher level than normal. The birth rate was 33·84 per 1,000 compared with 33·07 in 1905, but the death rate rose to 35·06 as compared with 31·84. In the Poona district the death rate was 50·84 and the next highest rates were 43·04 in Ahmedabad and 40·71 in Nasik. Male infants died at the rate of 226·0 and female infants at the rate of 214·17 per 1,000 born. Bombay.

Cholera was much more prevalent during 1906, the number of deaths registered being 46,119 or 2·50 per mille as compared with 5,396 or ·29 per mille in 1905. Of the 25 districts all except Kaira were more or less affected, the highest rates being recorded in Colaba (7·61), Poona (6·54), Nasik (5·34) and Thana (5·25).

From small-pox only 4,063 deaths were recorded as compared with 16,985 in 1905.

The death rate from fevers was 14·86 per mille as compared with 13·28 in 1905. Malarial fevers were much more prevalent than in the previous year.

The deaths ascribed to dysentery and diarrhœa numbered 61,736 in 1906 and the death rate was 3·34 per mille. The number of deaths was larger than that recorded in any other province during the year and the death rate was higher than in any other province except the Central Provinces and Berar.

The number of deaths from plague fell in 1906 to 51,525, the smallest total since 1900. The urban district of Bombay suffered most, the death rate being 14·20 per mille which, however, was lower by 4·43 than the rate of the previous year. Mortality was heavy in the districts of Poona, Kaira, Karachi, Panch Mahals, Satara and Ahmedabad, and in the city of Poona the very high death rate of 66·72 per 1,000 was recorded.

In Bombay City the birth rate rose from 24·75 per 1,000 in 1905 to 26·96 in 1906. The death rate also showed an increase from 62·33 to 68 98. The number of deaths from plague fell to 10,802 (death rate 14·20 per 1,000) from 14,171 (death rate 18 63) in 1905. Cholera caused 1,223 deaths against only 25 in the preceding year, giving a rate of 1·61 per 1,000, and both fevers and respiratory diseases showed increased rates, 5·49 and 20·02 per 1,000 compared with 3·41 and 12·19, respectively, in 1905. City and Port of Bombay.

In Bombay Port, 948,411 crew and passengers were examined during 1906 and the clothing and bedding of 105,302 were disinfected. At the outward and inward inspections and on board vessels in the harbour or docks there occurred 33 cases of plague, 7 of cholera and 123 of small-pox: 7 cases of jigger and one case of leprosy were also detected.

The pilgrim season of 1905-06 was the last for which the segregation of pilgrims for five days at Bombay, prior to embarkation, was enforced. In all 18,390 pilgrims left Bombay for the pilgrimage to the Hejaz, and according to the Indian reports there was an increase of 6,097 pilgrims during the season as compared with the previous one. The health of the pilgrims was satisfactory. For the pilgrim season of 1906-07 new regulations came into force. Red Sea Pilgrim Traffic.

IV.—JAILS.

Sickness and mortality in 1906.—In spite of the unhealthiness of the year 1906, the health of the prisoners in jails was good, and although there was considerably more sickness than in 1905, the duration of illness was generally short, and the death rate was only 19·27 per 1,000 or 1·66 higher than the lowest rate ever recorded. The mean daily population of the jails in India and Burma (excluding the Andamans) was 95,394; the rate of admission to hospital was 658 per 1,000, the constantly sick rate was 27 per 1,000 and the death rate was 19·27 per 1,000. In all provinces except Madras, Bombay and the North-West Frontier Province the death rates were lower than in 1905.

The following statement shows the sickness and mortality among all classes of prisoners in the jails of the various provinces for 1906 as compared with 1905 :—

Provinces.	1905.			1906.		
	Ratio per 1,000 of average strength.			Ratio per 1,000 of average strength.		
	Admissions.	Constantly sick.	Deaths.	Admissions.	Constantly sick.	Deaths.
Bengal	954	39	24·9	1,009	38	23·4
United Provinces of Agra and Oudh	569	27	17·3	603	27	16·6
Punjab	708	26	16·3	737	26	15·8
North-West Frontier Province ...	960	34	19·8	1,465	35	25·4
Burma	320	17	17·0	280	16	14·8
Central Provinces and Berar ...	630	21	15·8	598	19	13·8
Eastern Bengal and Assam ...	1,081	46	33·0	912	43	29·7
Madras	469	19	15·9	417	19	21·8
Bombay	603	27	17·4	689	31	20·7
INDIA (excluding the Andamans)	647	28	19·2	658	27	19·3

Chief diseases.—The chief causes of sickness were intermittent fever (admission rate 207 per 1,000), dysentery (80), abscesses, ulcers and boils (69), diarrhœa (39), and respiratory diseases other than pneumonia (25); while the chief causes of death were dysentery (death rate 3·25 per 1,000), tubercle of the lungs (3·21), pneumonia (2·55) and cholera (1·10). There was an increase in the incidence of all diseases except influenza, other respiratory diseases, dysentery, diarrhœa, spleen diseases, scurvy and absceses, ulcers and boils. The admission rate from intermittent fever rose from 182 per 1,000 in 1905 to 207, but the death rate was only ·75 per 1,000 which, with the exception of the rate of ·66 in 1904, is the lowest on record. Remittent fever caused 140 admissions as compared with 109 in 1905. The admission rate from dysentery fell from 81·6 per 1,000 in 1905 to 78·9, but the death rate rose to 3·25 per 1,000. A rise in the death rate occurred in all provinces except Burma and Bengal. An enquiry into the causation, prevention and treatment of dysentery in jails is being conducted. There was a very slight fall in the admission and death rates from diarrhœa. Pneumonia caused an admission rate of 10·1 per 1,000 and a death rate of 2·55 against rates of 9·7 and 2·28 respectively in 1905. The frequency and fatality of the disease in the different provinces as usual varied greatly. The admission rate from tubercle of the lungs, which was 8·4 in 1904 and 8·7 in 1905 rose to 8·8 and the death rate, 3·21 per 1,000, was slightly higher than in any of those years. The prisoners in Bengal, Madras and Eastern Bengal and Assam were most affected during the year. There were 82 admissions and 9 deaths from small-pox against 31 admissions and 4 deaths in 1905; and 186 admissions and 105 deaths from cholera against 73 and 40. The number of cases of plague fell to 19 and the number of deaths to 8. The number of cases diagnosed as enteric fever is increasing; in 1906 there were 102 cases with 18 deaths. Cerebro-spinal fever accounted for 12 deaths.

Bengal. Lack of sufficient accommodation is a serious defect in the majority of jails in Bengal and many are badly situated in the centre of a town or bazaar. Many improvements, however, were effected during 1906 and many others are in progress. The mean daily population of the jails in 1906 was considerably higher than in 1905, but while the rate of admission to hospital rose from 953·5 per 1,000 in 1905 to 1,008·8 in 1906 the death rate fell from 24·91 to 23·36. The principal causes of admissions to hospital were intermittent fever (32 78 per cent. of all admissions), dysentery (18·59) and diarrhœa (8·41); and the principal causes of death, dysentery (24·5 per cent. of all

deaths), tubercle of the lungs (18·4) and pneumonia (12·7). There was a marked reduction in the number of deaths from intermittent fever. The admission and death rates from dysentery were lower than in 1905, but tubercle of the lungs caused 275 admissions and 64 deaths as compared with 192 admissions and 59 deaths in that year. There has been a steady reduction from year to year in the case-mortality of tubercle of the lungs, which may mean that patients are discovered and admitted to hospital at an earlier stage of the disease than formerly was the case. The general death rate in four jails was over 40 per 1,000.

Eastern Bengal and Assam.

The average strength of the prisoners in Eastern Bengal and Assam rose from 6,401 in 1905 to 6,871 in 1906, and the majority of the jails were more or less over-crowded during a part or the whole of the year. The admission rate, the constantly sick rate and the death rate, however, were lower than in the previous year. The chief causes of admission to hospital were dysentery (26·56 per cent. of all admissions), and intermittent fever (25·75) and the chief causes of death, dysentery, pneumonia and tubercle of the lungs. Twenty cases of enteric fever with 5 deaths were recorded during the year and 14 cases of cholera with 13 deaths.

United Provinces of Agra and Oudh.

In 1906 the admission rate, constantly sick rate and death rate, in the jails of the United Provinces were 603, 27 and 16·56 per 1,000 respectively as compared with 569, 27 and 17·31 per 1,000 in 1905. Intermittent fever, dysentery and tubercle of the lungs were more prevalent than in the previous year, but the fatality of dysentery was the lowest on record. Death rates over 30 per 1,000 were recorded in five of the larger jails, of which the highest rates were 46·24 in the Ghazipur district jail, 36·59 in the Orai district jail and 35·97 in the Hamirpur district jail. Cholera was epidemic among the general population and was introduced into nine jails, but the measures taken effectually prevented an epidemic among the prisoners and only 17 cases with 11 deaths were recorded in all the jails.

Punjab.

The average strength of the jail population in the Punjab was 11,744 in 1906 as compared with 11,512 in 1905, and although there was a slight increase in the rate of admission to hospital the death rate fell from 16·33 to 15·75 per 1,000, which is the lowest rate recorded since 1896. Intermittent fever was the principal cause of admission to hospital, and tubercle of the lungs, pneumonia and dysentery were the principal causes of death. Despite the absence of over-crowding and the good arrangements which exist in most of the jails, tubercle of the lungs was, as usual, considerably more fatal than in the jails of any other administration. Dysentery was considerably most prevalent and more fatal than in 1905, and pneumonia caused 31 deaths as compared with 29 in that year. No case of cholera occurred during the year and only six cases of plague and seven of small-pox.

North-West Frontier Province.

The year 1906 was an unhealthy one in the North-West Frontier Province and the rates of sickness and mortality among the prisoners were considerably higher than they have been for many years. Intermittent fever caused 55·25 per cent. of the total admissions to hospital, the admission rate being higher than in any year since 1897. Dysentery caused 102 admissions against 60 in 1905, tubercle of the lungs 10 against 5, and pneumonia 31 against 18. Influenza was prevalent in the Peshawar jail.

Burma.

The average strength of the jail population in Burma in 1906 was higher than in 1905, and there was more or less over-crowding in 17 of the 32 jails. The admission, constantly sick and death rates, however, fell from 320, 17 and 17·01 per 1,000 respectively in 1905 to 280, 16 and 14·81 per 1,000. The three rates were the lowest on record for Burma. Intermittent fever was the chief cause of sickness, but the admission rate from it was only 49·7 per 1,000, which is far lower than that recorded in any other administration. Tubercle of the lungs, dysentery and pneumonia were the chief causes of death. From tubercle of the lungs there were 114 cases with 56 deaths during the year. Arrangements are made for the segregation of all patients suffering from this disease and the open-air system of treatment is carried out as far as local conditions permit. There was a satisfactory decrease in the sickness and mortality from dysentery. Seven cases of cholera (with 3 deaths) and 2 of plague (one fatal) occurred during the year.

Central Provinces and Berar.

The admission, constantly sick and death rates among the prisoners in the Central Provinces and Berar in 1906 were all lower than in 1905, the death rate, 13·82 per 1,000, being lower than that recorded in any other administration during 1906. Intermittent fever was the principal cause of sickness; and dysentery, tubercle of the lungs and pneumonia the principal causes of death. Dysentery caused 7 deaths, tubercle of the lungs 6 and pneumonia 4. In the Central jail at Jubbulpore there was no admission from dysentery or diarrhœa during the year.

Madras. In the jails of the Madras Presidency the admission rate and the constantly sick rate among the prisoners were lower than in 1905, but the death rate rose from 15·87 per 1,000 to the comparatively high rate of 21·77. This was due mainly to the occurrence of cholera, the death rate from which was higher than in any year since 1897. This disease attacked the prisoners in eight jails and caused in all 82 admissions to hospital and 45 deaths. The death rate from dysentery was higher than in any year since 1898. There was only a very slight increase in the death rate from tubercle of the lungs as compared with 1905 and as usual the comparatively low fatality of this disease in the Madras jails was a satisfactory feature of the statistics.

Bombay. There was more sickness among the prisoners in the Bombay Presidency during 1906 than during the previous year, and the death rate rose from 17·45 to 20·69. Ague, which was the principal cause of sickness, accounted for 20·21 per cent. of the total admissions to hospital. Pneumonia and cholera were the principal causes of death, the former accounting for 17·7 per cent. of all deaths and the latter for 11·0 per cent. There were in all 45 cases of cholera with 18 deaths, the chief outbreaks occurring in the Bombay common prison and in the Yerrowda central prison. Pneumonia caused 122 admissions to hospital and 29 deaths, and dysentery 434 admissions and 16 deaths, both diseases having considerably higher death rates than in 1905.

Andamans. In 1906 the rainfall in the Andaman Islands was below normal. There was a further increase of the convict population, but there was no over-crowding except occasionally in the hospital. Accommodation was increased by the erection of 15 temporary barracks, and the improvement in the food-supply of the convicts has been maintained. On an average strength of 14,688 the admission rate in 1906 was 2,041 per 1,000 and the constantly sick rate was 70 per 1,000. There was a remarkable fall in the death rate from 38·96 per 1,000 in 1905 to 27·30, the fall being due almost entirely to the reduction in the deaths from dysentery. The number of admissions from this disease fell from 2,359 in 1905 to 1,381 and the number of deaths from 187 to 72. The death rate from tubercle of the lungs fell from 6·48 per 1,000 to 5·58, but from pneumonia it rose from 4·81 to 5·38. Influenza was epidemic during the year and caused 385 admissions to hospital, fatal attacks of pneumonia following the illness in 47 instances. Malarial fevers were the cause of an admission rate of 1454 per 1,000 and a death rate of 3·47, both being lower than in 1905. Anti-mosquito measures are said to have freed the island of Ross from malaria, and are being undertaken elsewhere.

V.—VACCINATION.

The total number of operations performed by the special Vaccination Department in India and by the staff at dispensaries in 1906-07 was 9,080,303, of which 8,341,794 were primary operations and 738,509 were revaccinations. The total number of operations was less by 197,593 than in 1905-06, but it is considerably higher than the total of any of the preceding three years. The decline in the number of operations as compared with the previous year was shared by every province except Madras, and was greatest in Eastern Bengal and Assam and in Burma. The percentage of success in primary operations was 97·21 compared with 97·20 in 1905-06. According to age, 4,050,283 children under one year of age and 3,302,345 children between one and six years of age were successfully vaccinated. The rate per 1,000 of the population protected against small-pox by the year's operations was 35·41 as against 36·39 in the previous year, the rates in the larger provinces ranging from 42·06 per 1,000 in the Central Provinces and Berar to 25·36 in the Bombay Presidency. The cost of the special department was £89,671.

The following statement shows the results of vaccination in 1906-07.

Province.	Population among whom vaccination was carried on.	Number of persons vaccinated (including re-vaccinations), by special department and dispensary staff.	Ratio of successful vaccinations per 1,000 of population.	Number of Children successfully vaccinated.		Percentage of annual estimated births at 40 per 1,000 of population successfully vaccinated.
				Under one year of age.	Between one and six years of age.	
Bengal	51,625,771	2,037,273	37·80	814,772	943,050	39·46
Eastern Bengal and Assam ...	30,788,134	1,318,032	41·33	360,810	720,542	29·30
United Provinces of Agra and Oudh	47,960,667*	1,675,060	33·31	930,316	517,672	48·49
Punjab	20,293,834	705,219	32·00	487,441	90,739	60·05
North-West Frontier Province ...	2,104,812	91,893	39·67	47,258	17,481	56·13
Burma	10,477,508	429,652	33·06	77,858	175,396	18·58
Central Provinces and Berar ...	13,621,559	617,381	42·06	401,063	95,056	73·61
Madras Presidency	38,408,531	1,551,600	35·66	490,417	645,932	31·92
Bombay Presidency ...	21,640,585	630,861	25·36	430,300	89,192	49·71
Coorg	180,607	11,232	54·58	919	4,841	12·72
Ajmer-Merwara ...	476,912	12,100	24·79	9,129	2,444	47·86
TOTAL ...	237,578,920	9,080,303	35·41	4,050,283	3,302,345	42·62

*Includes 16,010 persons enumerated at the Ajudhya fair.

Bengal.

There was a fall of 29,649 in the number of primary operations performed in Bengal in 1906-07 as compared with 1905-06 but a rise of 25,692 in the number of revaccinations. Of the 34 districts in the province there was an increase in the number of vaccinations in 13 and a decrease in 21. As a rule the reasons for increase or decrease are peculiar to each district. The system of rewards to vaccinators is to be continued. The quality of the work shows an improvement; in primary cases 99·24 per cent. were successful compared with 99·13 in 1905-06 and in revaccinations 70·40 per cent. compared with 66·29. Of the total primary vaccinations 87,803 were performed with calf lymph, 696,415 with lanoline lymph and 1,090,758 by the arm-to-arm method; the percentage of success under each of these methods being 99·08, 98·25 and 99·13 respectively. In towns 87·29 per cent. of the number of available infants were successfully vaccinated against 85·82 per cent. in the previous year.

Eastern Bengal and Assam.

The total number of operations performed in Eastern Bengal and Assam during 1906-07 was less by 110,994 than in 1905-06 and less by 3,181 than the average yearly number during the preceding quinquennium. The percentage of success in primary operations was 98·55. The inspecting agency in Eastern Bengal was combined with that in Assam on the 1st April 1907 and the cadre is to be increased by 10 officers.

United Provinces of Agra and Oudh.

In the United Provinces during 1906-07, primary cases were fewer by 28,419 than in 1905-06, but revaccinations were more numerous by 8,063. The percentage of success in primary work was 97·72 as compared with 97·93 in the previous year. Of the estimated number of infants available in municipal towns 93·4 per cent. were successfully vaccinated. Lymph depots were maintained at Lucknow and Patwa Dangar (Naini Tal). The great majority of the operations were performed with glycerinated lymph.

Punjab.

There was a considerable fall in the number of vaccinations performed in the Punjab during 1906-07 which was attributed to the prevalance of malarial fevers

during the first half of the vaccinating season and to the very great increase of plague during the second half. Of the available children under one year of age 71·44 per cent. were successfully vaccinated in towns where the Vaccination Act is in force and 68·04 per cent. in towns where it does not apply. The results obtained with chloroformed glycerine vaccine continued to be very satisfactory; in 152,080 primary vaccinations performed with it 99·88 per cent. were successful.

North-West Frontier Province.

In the North-West Frontier Province the number of operations was less by 8,973 than in 1905-06. In primary operations all the districts except Peshawar where there was an increase of 1,084 operations, show a smaller amount of work. The chief cause being the severe prevalence of fever during the vaccinating season. The percentage of success in primary vaccinations was 98·95. Animal lymph was largely used in the settled districts of the province where there are facilities for obtaining buffalo calves.

Burma.

The number of operations performed in Burma in 1906-07 was less by 60,289 than in 1905-06. The decline was attributed chiefly to the presence of plague as there was proof that the people were confusing vaccination with inoculation against plague. The ratio of success in primary vaccinations was 90·65 per cent. The vaccine lymph for the whole province except Rangoon is manufactured at the Meiktila depot. There are difficulties owing to the high temperature during some months of the year and proposals have been made to open a vaccine institute at the hill station of Maymyo where these disadvantages will be avoided.

Central Provinces and Berar.

In consequence of prevalence of plague the number of primary vaccinations performed in the Central Provinces and Berar in 1906-07 was less than in 1905-06. The number of revaccinations increased by 17,747. The percentage of success in primary operations was 98·56 and 75·38 in revaccinations. In municipalities 81·93 per cent. of the available number of infants were protected during the year. The great majority of the vaccinations were performed with glycerinated lymph.

Madras.

In the Madras Presidency 86,610 more vaccinations were performed during 1906-07 than during the previous year, the total amounting to 1,551,600 cases. The percentage of success in primary cases rose from 92·9 to 93·4. The increased number of operations is attributed to the prevalence of small-pox. There was a decrease in the number of vaccinations performed in two districts, *viz.*; Tanjore and Chingleput, the diminished work being attributed to the absence of vaccinators, to the smaller number of unprotected persons and to the short supply of vaccine paste. Lanoline lymph supplied by the King Institute was used in the great majority of operations with a percentage of success which varied between 96·9 and 94·0 in different areas. With the glycerine lymph supplied by the King Institute only 6·3 per cent of cases proved successful.

Bombay.

There was again a decrease in the number of vaccinations performed in Bombay, the total being less by 26,286 than in 1905-06. The largest decrease in both primary cases and revaccinations occurred in the Sind registration district, the chief cause being the great prevalence of malarial fever. The percentage of success in primary operations fell from 97·56 in 1905-06 to 95·93, and in revaccinations from 76·13 to 71·75; and only 49·71 per cent. of the estimated infant population were successfully vaccinated, against 52·32 per cent. in the previous year. Good progress was made in the substitution of glycerinated vaccine for calf and human lymph and by the end of the year the use of preserved lymph had been introduced in all British districts except Sind.

VI.—MEDICAL INSTITUTIONS.

Civil Hospitals and Dispensaries.

Institutions and patients.—The institutions included under this head are those classed as (1) State—Public; (2) Local Fund; and (3) Private-aided. The great bulk of their income is derived from Government, local and municipal funds, and their total expenditure in 1906 was £633,592.

The dispensaries not included comprise (1) State—Special (Police, Forests, Surveys, Canals, etc.); (2) Private non-aided; and (3) Railway. Taken together this class numbered 1,490, and provided treatment for 137,936 in-patients and 5,746,244 out-patients, as compared with 128,600 in-patients and 6,107,000 out-patients in 1905.

The following comparative statement shows the number of hospitals and dispensaries under official control in the several provinces during 1906 and 1905, the number of in and out-patients treated, and of operations performed:—

		Number of institutions.	Number of in-patients.	Number of out-patients.	Total number of patients.	Number of operations.
Bengal	1906	319	36,435	2,520,889	2,557,324	117,812
	1905	305	33,384	2,328,545	2,361,929	112,218
Calcutta and Howrah	1906	15	25,012	265,480	290,492	29,590
	1905	15	25,168	263,267	288,435	30,110
Eastern Bengal and Assam ...	1906	336	24,575	3,000,318	3,024,893	74,156
	1905	331	21,714	2,881,907	2,903,621	73,989
United Provinces of Agra and Oudh	1906	349	59,334	3,903,319	3,962,653	188,572
	1905	343	52,432	3,633,557	3,685,989	184,346
Punjab	1906	277	62,826	3,707,582	3,770,408	192,643
	1905	264	57,091	3,199,250	3,256,341	180,408
North-West Frontier Province ...	1906	37	8,888	575,744	584,632	23,682
	1905	37	8,129	528,061	536,190	23,382
Burma	1906	148	49,248	967,072	1,016,320	25,893
	1905	141	55,610	967,245	1,022,855	24,536
Central Provinces and Berar ...	1906	156	12,336	1,660,370	1,672,706	41,044
	1905	149	12,497	1,611,525	1,624,022	40,942
Coorg	1906	7	1,031	48,030	49,061	803
	1905	7	1,005	43,189	44,194	640
Madras	1906	483	68,348	5,187,601	5,255,949	175,076
	1905	491	66,930	5,170,575	5,237,505	187,436
Bombay	1906	309	51,593	2,244,121	2,295,714	82,332
	1905	301	51,068	2,125,324	2,176,392	82,113
Total ...	1906	2,436	399,626	24,080,526	24,480,152	951,603
	1905	2,384	385,028	22,752,445	23,137,473	940,120

Bengal.

The number of in-patients, and out-patients, and of operations performed, increased. There is still need for more dispensaries and for improvement of existing ones. The health of the Province was better than in 1905, so there is evidently a growing tendency to obtain medical aid in the dispensaries. There was greater prevalence of cholera and small-pox during the year, but less malarial fever and plague. The steady rise in the number of female patients is satisfactory. The pauper wards, which have been constructed in 48 dispensaries, are very popular.

Calcutta and Howrah.

The accommodation at the Campbell and Eden Hospitals was curtailed owing to building operations. Small-pox was epidemic during part of the year, and 81 cases of cerebro-spinal fever came under treatment, as compared with one in 1905. Several of the large hospitals are at present undergoing structural alterations, to bring them into line with modern requirements.

Eastern Bengal and Assam.

There was an increase of 4 per cent. in the number of in and out-patients, 9·96 per cent. of the population having applied for relief, as compared with 9·56 in 1905. The Nagas are resorting more freely than heretofore to the dispensaries. The death-rate in hospital was 9·2, the same as last year. The diseases most prevalent were skin diseases, which accounted for 21·67 per cent. of the total admissions. Malaria, *kala azar*, and cholera gave fewer admissions than in 1905. There was however an increase in the number of cases of small-pox under treatment. The total number of operations performed shows a slight increase, but considerably more of these were selected operations, 3,019 as compared with 2,676 in 1905. The attendance at the female dispensaries fell from 13,557 to 12,462, and is ascribed to the absence on leave, during part of the year, of the lady doctors.

United Provinces of Agra and Oudh.

There is again a large increase in the number of attendances and admissions. The death rate was 4·73. Dysentery, malarial fever, diseases of the eye and skin, all show an increase, as does tubercular disease; but plague seizures declined from 334,679 to 65,924.

Visits paid to patients at their homes by lady doctors and female hospital assistants are becoming very popular, and the number of such visits has risen from 4,676 to 5,985. Surgical operations also show a steady increase, and there were only 441 deaths out of 188,572 cases operated on. Many large and important works were executed during the year, notably in connection with new hospitals at Moradabad and Orai, and certain of the Dufferin hospitals. There is still a shortage of civil hospital assistants, and the strain on the medical staff was severe, especially in districts in which famine conditions obtained. A revised scale of pay has been sanctioned for female hospital assistants.

Punjab. There was a further increase of in and out-patients throughout the province. This is accounted for by the prevalence of malarial fever, which caused twice the normal number of admissions in certain districts. Of other diseases, those of the eye and ear, skin affections and cholera show the largest increase. The percentage of deaths among in-patients has risen slightly, from 3·17 to 3·22. The number of beds maintained was 3.603 (of which 1,298 were for women) against 3,398 in 1905. It is found that during the spring and autumn this number is insufficient. The total number of operations performed has risen from 180,408 to 192,643; and of these 19,421 were selected operations. For cataract alone 8,010 operations were performed, as compared with 7,683 in the previous year. Contributions by municipalities and local bodies to medical institutions are said to be inadequate, and larger expenditure on buildings, drugs and appliances is considered inevitable.

North-West Frontier Province. There is an increase in the number of admissions, of out-patients, and of operations performed. The most satisfactory features are the rapidly growing popularity of dispensary treatment in the trans-Frontier agencies, Dir, Swat, Chitral, Tochi, etc., and the increasing proportion of women in these places seeking medical aid. In Dir, Swat and Chitral the number of female patients rose from 2,324, in 1905, to 4,348. There was a severe epidemic of malarial fever all over the Frontier, which was mainly responsible for the larger number of admissions. More money is required to improve the buildings and equipment of the dispensaries.

Burma. The number of in-patients decreased, and this is ascribed chiefly to plague in the big towns. There is an increase of admissions for cholera, small-pox, venereal disease and tubercle. A remarkable feature of the decline in attendance is that it is apparently confined to Burmese and to Mahomedans,—other races, *e.g.*, Hindus, Eurasians and Europeans showing an increase under all heads. There was an increase in the number of operations; much is to be expected of the newly introduced system of reserved female accommodation and female attendants in the dispensaries, and the appointment of lady doctors to out-patient dispensaries in Rangoon and Mandalay. The General Hospital, Rangoon, will, it is hoped, shortly be enlarged, and be provided with a more adequate staff. There is still a considerable shortage of hospital assistants; it is hoped that the new medical school will gradually help in keeping up the establishment, and that the conditions of service of civil and military hospital assistants will ere long be improved.

Central Provinces and Berar. There was a small decrease in the number of in-patients, ascribed to the prevalence of plague and cholera, which materially affected the attendance in certain destricts. The diseases which showed the most marked increase were malaria, skin diseases, diarrhœa and cholera. The mortality among in-patients rose from 6·4 to 7·8, but this was due to many of the cholera patients being brought to hospital in a moribund condition. Female attendance was satisfactory, but was much interfered with by the prevalence of plague.

Madras. There is a steady increase in the attendance at dispensaries, the most satisfactory feature of which is the larger number of Mahomedan women treated. The increase in fact is almost entirely due to the larger number of women applying for treatment. There was a greater prevalence than usual of malarial fever, respiratory diseases, cholera, dysentery and diarrhœa, and a very marked increase of cases of ophthalmia. There was a decline in the number of operations. Several new hospitals and wards have been completed. The district midwives are doing good work, having attended 30,238 cases of labour; and the demand still exceeds the supply.

Bombay. There is an increase in the number of in-patients and out-patients; diseases which were most prevalent were malaria, dysentery, diarrhœa and respiratory affections. The total number of operations performed remains about the same, but the 'selected' operations represent a larger proportion of the whole. A Central Nursing Service for the whole Presidency has been sanctioned, and is in course of formation. It will supervise the training and supply of nurses to *mofussil* hospitals. A great deal has been done in improving hospitals and equipment generally, and bringing the dispensaries to a higher level of efficiency.

Lunatic Asylums.

The following table shows the strength of the asylum population in 1906, and the statistics of sickness and mortality :—

Administrations.	Admitted and readmitted during year.	Total asylum population.			Discharged cured.	Died.	Daily average strength.	Daily average sick.	Number of criminal lunatics.
		Male.	Female.	Total.					
Bengal	211	878	207	1,085	89	85	827·08	84·93	539
Eastern Bengal and Assam.	147	480	92	572	52	28	454·68	29·03	283
United Provinces ...	345	1,195	342	1,537	124	130	1,215·86	90·18	350
Punjab	174	605	165	770	68	57	604·75	56·26	141
Burma	163	554	75	629	36	32	474·69	31·07	291
Central Provinces ...	61	264	83	347	17	31	298·50	9·32	89
Bombay	392	1,016	271	1,287	114	61	927·60	26·10	189
Madras	225	594	210	804	69	72	606·63	41·66	161
Total ...	1,718	5,586	1,445	7,031	569	496	5,409·79	368·55	2,043

The total number admitted and readmitted to asylums was 1,718, the average for five years being 1,401. The total asylum population for 1906 was 7,031. The lunatics in asylums represent only a small proportion of the insane population.

Owing to the difficulty of ascertaining the previous history of patients the causes of insanity are in most cases unknown. The commonest forms of insanity are mania and melancholia.

Bengal. The Cuttack asylum has been closed. A new central asylum is to be erected at Ranchi. A medical officer has been appointed Superintendent of the Berhampore asylum. There was slight overcrowding at Patna and Bhowanipur. The percentage of recoveries was 10·76, as compared with 9·91 in 1905. There was an increase in sickness at Berhampore, due mainly to malarial fevers. The water-supply and drainage are now being dealt with, and special blocks are to be built for the segregation of tuberculous cases.

Eastern Bengal and Assam. There was overcrowding in Dacca during most of the year. To remedy this a special tubercle ward is being constructed. In the Tezpur asylum criminal accommodation is deficient, and a new ward is being built. The general health showed an improvement; tubercle of the lungs is still very prevalent.

United Provinces. The Lucknow asylum was closed in June. The general health was good, and the percentage of cures rose from 10·73 to 13·33. There was a rise in mortality at Agra the cause of which is not apparent. There was no overcrowding.

Punjab. There was a marked rise in the daily average sick from 42·18 to 56·26, ascribed to the prevalence of malaria. This increase was confined to the males. The hospital in the male section was found to be unequal to requirements. There were two deaths by suicide, neither patient having previously exhibited suicidal tendencies. Steps have been taken to segregate juvenile lunatics, and it is hoped that this will soon be possible in the case of criminal lunatics. The percentage of recoveries was 11·24, as compared with 11·73 in 1905.

Burma. Owing to overcrowding, criminal lunatics were transferred to a disused jail, and an old building has been restored to permit of some of the female lunatics being accommodated. The water-supply has been efficiently filtered, with a consequent marked decline of bowel affections. There was a decline in the average daily sick rate and mortality. There was one case of suicide. When funds are available a new asylum will be built.

Central Provinces. Female lunatics are being removed from Jabalpur to Nagpur, and new wards are under construction at the latter. There is still slight overcrowding at Jabalpur. The year was unhealtly at Nagpur, but at Jabalpur the health remained good throughout the year. The scheme for a central asylum has been abandoned.

Madras. The average daily sick in the three asylums fell from 62·89 to 41·66. The largest number of admissions were due, as usual, to bowel affections and tubercle. The mortality fell from 14·64 to 11·87, a figure closely approximating to the 10·03 of English asylums. There was no overcrowding.

Bombay. The criminal population rose from 162 to 189. The death rate rose from 6 to 6·6 per cent., the increase being mainly in the Ahmedabad and Hyderabad asylums. The year was not a healthy one, and malaria was very prevalent. At Colaba and Ratnagiri the question of water-supply is being dealt with. There was no overcrowding in any of the asylums, but the number of lunatics accommodated approached that for which provision is made.

Medical Schools.

Bengal. In addition to the Calcutta Medical College there are three other medical schools maintained by Government, *viz.*, the Campbell, Temple and Cuttack schools. There are, in addition, unaided institutions.

The number of male students at the Calcutta medical college fell from 487 to 478, and there were 15 female students, as against 13 in 1905. There were 78 military students studying for the Assistant Surgeon branch of the Indian Subordinate Medical Department, and the total number remaining at the end of the session, male and female, was 425. Out of 7 candidates, 4 passed the final Medical Board examination, and 74 out of 130 obtained the diploma of Licentiate Medicine and Surgery (L. M. S.). Sanction has been accorded by Government to large additions to the buildings, which will be taken in hand shortly, and will consist of a library, examination hall, common rooms and a theatre.

The Campbell school has been greatly improved structurally, and additions are being made to the Temple and Cuttack schools. The total number of students, male and female, remaining at the end of the year was 225. Sixty-four students passed as Hospital Assistants, of whom only 20 entered Government service, and 72 students passed the examinations for compounder. A strike occurred at the Campbell school, which resulted in the dismissal of 42 students.

Eastern Bengal and Assam. The total number of students at the Dacca and Berry-White schools was the same as last year. Twenty-six students of the latter and 29 of the former passed the final examinations and received diplomas.

At the Dacca school an examination hall, laboratory and gymnasium are to be built, and the provision of a hostel for the students is contemplated.

United Provinces. The number of students attending the Agra medical school remained practically the same, 314 as compared with 317 in 1905. There was a decrease in the number who entered for the military hospital assistant class. Out of the 20 female students, 15 passed their final examination. The accommodation in the students' hostel is being improved, and the new dissecting room has been completed.

Punjab. There was a decline in attendance at the Lahore medical college and school from 552 to 505, the decrease being in the school, where the average number of students was 248 against 292 last year. This is ascribed to the raising of the standard of preliminary education in 1905. There has been a large increase in the number of Government scholarships, and of stipendiary students in the school. In the final Medical Board and M. S. examinations, 19 passed out of 28; of these, two women passed out of 3 who competed. In the school 98 went up for the Hospital Assistant's diploma, and 82 passed. An important scheme for improving the present college and hospital accommodation is now before Government.

Madras. There were 327 students on the rolls of the Madras medical college, a decrease of 32. At the final examinations for the Medical Board and L. M. S., the results were good, 60 per cent. of successes having been obtained, as compared with 46 per cent. last year. Fewer entries occurred in the apothecary, chemist and druggist, and Sanitary Inspector's Departments; as regards the first mentioned, this was due to the increasing unpopularity of the military Hospital Assistant branch of the Indian Subordinate Medical Department The College laboratories require extension, and there is need for a hostel for the students.

Bombay. Including 62 military medical pupils, there were 700 students at the Grant medical college at the commencement of 1906. At the final examination of the L. M. S., 55 students passed out of 195 candidates. Of those who were successful, 6 were women. Twenty-two military students entered the Assistant Surgeon branch of the I. S. M. D. The accommodation for laboratories and classes is still defective; a scheme for the extension of the existing buildings is under consideration. A Minor Chair in Bacteriology has been sanctioned, and proposals made for supplementing the teaching staff. A hostel for students will be commenced shortly.

The schools at Poona, Ahmedabad and Hyderabad (Sind) continued to work satisfactorily. Their combined average attendance was 294 as compared with 287 last year.

Institutes.

Accounts of the Central Research Institute at Kasauli, the Bombay Bacteriological Laboratory, the King Institute, Madras, and the Pasteur Institutes in India, will be found at pages 107 and 108 of this report.

VII.—SANITATION.

In the province of Bengal there was an increase of expenditure on conservancy by municipalities in 1906 as compared with 1905, but a smaller outlay on water-supply and drainage. The actual sum spent on water-supply, drainage and conservancy during the year was £105,807. Improvement of the conservancy in towns continues to make progress and expenditure under this heading rose nearly everywhere. Eleven municipalities appointed surveying staffs for the preparation of surface drainage schemes and good progress was made with the drainage schemes in several other towns. The Khulna water-works were opened in October 1906 and the Monghyr water-works were nearly finished at the end of the year. The Bhagalpore water-works are to be remodelled at a cost of about £8,067. At Darjeeling, as the Pasteur-Chamberland system has been a failure, the existing settling tanks will be converted into sand filters. Bengal.

The Sanitary Board held four meetings during the year. The Board discussed rules for the preparation of water-supply and drainage projects and the subject of the employment of a permanent staff of surveyors for the preparation of sanitary schemes.

At Calcutta the whole of the new city outfall works of the Suburban Drainage Scheme have been taken over from the contractors and have proved thoroughly statisfactory and fully justified anticipations. West of Tolly's nullah, the sewerage system is in abeyance pending the construction of the much discussed syphon. Estimates for an overhead rising main and for an underground syphon were prepared and considered: the estimate for the former, including the capitalised value of maintenance charges, amounted to £51,515, and was rejected in favour of the estimate of £14,447, for the latter, which it is hoped will now be proceeded with rapidly. The sum originally sanctioned for this great drainage project was £434,698, and supplemental grants increased it to £457,746 : the total expenditure up to the end of the year was £416,707. Attention was also devoted to other drainage works. Calcutta.

The scheme for the improvement of the city filtered water-supply was examined and at the close of the year plans and estimates for the entire scheme were under preparation, the drawings for the proposed overhead reservoir having been made by a special draughtsman. Meanwhile the conversion of the intermittent to the constant supply has been completed in the town proper and the period for the conversion in the added area has been extended to the 31st March 1909. The arrangements for the supply of water to the shipping have been greatly improved with beneficial results to the revenue. The conservancy arrangements are reported to have greatly improved and the improved process adopted for the disposal of carcases has proved satisfactory and free from nuisance.

The sum spent by the 44 municipalities in Eastern Bengal and Assam during 1905-06 under each of the headings water-supply, drainage, conservancy, markets and slaughter-houses, and construction of roads, was considerably greater than in the previous year. In many of the larger towns of the province schemes for water-supplies and drainage are under consideration and the improvement of conservancy and of market buildings are receiving attention. Eastern Bengal and Assam.

The Sanitary Board held five meetings during the year ; the drainage of unhealthy areas and the improvement of water-supplies in rural areas were the principal subjects of discussion. An application for a whole-time Sanitary Engineer for the province was made and the creation of the appointment has been approved by the Government of India.

In the United Provinces of Agra and Oudh good progress is being made in the development of municipal sanitation, the cost of the projects of improvement considered by the Sanitary Board during 1905-06 being about 38 per cent. more than in 1904-05. The water-supply works at Agra, Allahabad, Benares, Cawnpore, Lucknow, Meerut and Naini Tal gave good results throughout the year. The scheme for extending the water works and providing electric light in Mussoorie and Landour made good progress. At Agra the length of drains flushed has risen to 42½ miles. At Allahabad a large drainage scheme is in preparation. At Benares the sewerage scheme has been completed at a cost of £88,802, and a further scheme to cost £138,197 for the sewerage and surface drainage of the rest of the city has been sanctioned. United Provinces of Agra and Oudh.

The Sanitary Board held four meetings during the year, and projects estimated to cost £172,728 were approved. It was noted that the expenditure on village sanitation was greater than in any former year. An Assistant Sanitary Engineer was appointed in January 1907.

Punjab. In the Punjab the drainage works at Jagraon, Gujrat and Sargodha were completed during the year and at Rawalpindi and Multan the construction of the main drain and disposal works were nearly finished. The construction of the intramural drainage at Delhi made good progress. The water-works at Sargodha were completed and work was begun on the water-works at Ludhiana.

Five meetings of the Sanitary Board were held during the year. The appointment of Sanitary Engineer for the province has been made permanent.

North-West Frontier Province. Progress in sanitation in the North-West Frontier Province was confined to minor improvements in the water-supplies, drainage and conservancy of the towns, and to the cleaning out of wells in the districts.

Burma. In 1906 the towns in Burma spent £274,453 on sanitary works. At Rangoon the Hlawga water-supply scheme was completed and handed over to the municipality, and at Akyab progress was made with the water-supply project. At Insein, Pegu and several other towns plans and estimates for water-supply and drainage schemes were prepared. The district municipalities spent only about 7 per cent. of their income on sanitary works.

The Sanitary Board held four meetings during the year.

Central Provinces and Berar. The district head-quarters municipalities of the Central Provinces and Berar in 1906 spent 39·49 per cent. of their total income on water-supply, drainage, conservancy, markets, slaughter-houses, and other sanitary requirements. No new work of importance was undertaken during the year, but in most of the towns considerable sums were spent in improving water-supplies, extending and renewing drains and other sanitary requirements.

Meetings of the Sanitary Board were held in all district head-quarters except Akola, Hoshangabad, and Nagpur. The work carried on under the direction of the Board consisted in the improvement of existing wells, the construction of new wells, the repair of roads, and the clearing of village sites. In 1906 the urgent necessity for the appointment of a Sanitary Engineer for the province was represented to the Government of India.

Madras. In the Madras Presidency the extension of the Coonoor water works and the erection of a pumping installation at the Arisipalyam tank in Salem were completed during 1906. The improvement of the head-works of the Guntur water-supply, the drainage works of Ootacamund, and the head-works of the Saidapet water-supply project were under construction ; and the Vellore, Gudiyattam, and Nellore water works were being constructed by the Public Works Department. A comprehensive scheme for the drainage of Madura, and plans and estimates for the water-supply of Berhampur, Periyakulam, Tuticorin and Tanjore extension were prepared.

The Sanitary Board reviewed a large number of schemes the aggregate cost of which was £ 402,627. Final approval was accorded to the plans and estimate of 31 works.

Madras City The new drainage works in Madras city were temporarily suspended in the middle of September 1906, the Engineer of the Corporation being called upon to submit, in consultation with the Sanitary Engineer, detailed plans and estimates for remedying the defects in the works already executed in the five sections of the city. Owing to the nuisance caused by the overflow of sewage into the Kelly drain the matter was given preference to all other drainage proposals and a satisfactory scheme was under active preparation during the last quarter of the year. Certain drainage works were completed during the year and repairs to several drains within the city were carried out. The five pumping stations for the new drainage works commenced pumping sewage to the Cassimode Farm in April 1906 and the old sewage farms at Mylapore, Kistnampet, Napier Park, and DeMellow's Road were thrown out of use. It is considered probable that this measure has been one of the causes of the reduction of the death rate.

The scheme for a new filtered water-supply into the city at a cost of £157,333 was sanctioned by Government in March 1907 and formally accepted by the Corporation in April.

Bombay.

Progress in Municipal sanitation in the Bombay Presidency has been hampered by the continued prevalence of plague, the expenditure in connection with which has been such that in many municipalities urgent schemes for water-supply and drainage have had to be deferred. The total sum spent by the 162 municipalities during the year on water-supplies, drainage, and conservancy was £ 149,032. Three important works were in progress during the year, *viz.*, the Ahmedabad drainage and sewerage scheme, the Karachi drainage scheme, and the Jalgaon water-supply scheme. Projects for the improvement of the Dhulia water works and for the drainage of Pandharpur were sanctioned, and projects for the Poona and Kirkee water-supply and for the drainage of Poona were prepared. A considerable number of new works and improvements to existing works were considered.

The Sanitary Board held two meetings during the year. The chief matters considered were surveys for the improvement of the water-supply and drainage of the towns in the neighbourhood of Bombay City and the collection of information regarding municipal water-supply and drainage works.

Bombay City.

During the year the special and ordinary Branches of the Drainage Department in Bombay City were amalgamated and placed under one officer who was designated Deputy Executive Engineer, Drainage. The works in connection with the scheme for sub-soil and surface drainage and the Malabar Hill sectional sewerage works, commenced in previous years, were vigorously pushed forward. A settlement was arrived at regarding a long pending scheme for relieving the surcharge of sewers and early steps are to be taken in connection with certain works recommended by the Consulting Engineers. The water works were maintained in a fairly efficient state. The repairs to the Tulsi outlet tunnel undertaken in 1904 remained unfinished owing to the scarcity of labour. The rainfall of the year was fair compared with the quinquennial average and especially so compared with that of 1905 when it was very deficient. The number of water connections increased by 653 and now stands at 21,579. It is said that a good deal yet remains to be done to secure a better distribution of the water-supply in the city.

ABSTRACT OF THE REPORT OF THE SANITARY COMMISSIONER WITH THE GOVERNMENT OF INDIA FOR 1906.

Meteorology of the Year.

The following summary has been abstracted from the Monthly Weather Reviews for the year 1906, published by the Meteorological Department of the Government of India.

Chief features.—The cold weather season lasted longer than usual, and February and March were very wet months in northern India, where the seasonal rainfall was in very large excess.

There was a delay in the setting in of both monsoon currents over by far the greater part of the country, and the rainfall from June to September was in slight defect in the field of the Bay current, but was practically normal in the region usually served by the Arabian Sea current. The provincial departures from the normal were not large except in the case of Mysore (24 per cent. in excess) and Sind (31 per cent. in defect), and the rainfall of the whole country was in defect by 1 per cent.

Weather was drier than usual in October and November, but in December the Punjab and the Peninsula received rainfall in excess of the average, the excess being most marked in the Peninsula.

January.—Weather in Persia and northern India was on the whole slightly more disturbed than is usual in January, but with one exception the depressions travelling from the west, to which such disturbances in the winter months are chiefly due, were weak or met with conditions unsuitable for rainfall. An eastward travelling depression, however, which arose in Central India gave rain in the north-east; and a storm from the Bay, of a character very unusual in January, was the cause of the only wet weather which occurred in the south of the Peninsula. The following statement presents the average conditions that existed during the month:—

(i) The geographical distribution of pressure deviated only slightly from the normal, with tendencies to low pressure over the Peninsula, and thence northward across the Central Provinces, Chota Nagpur and Bihar up to the Himalayas, and to high pressure in north-west and north-east India. The mean geographical departure from normal for the whole area was +·002".

(ii) Maximum temperature was low in the areas of high pressure in north-west and north-east India, and high in the areas of low pressure; but the places were few in which the deviations exceeded 3°.

(iii) Minimum temperature showed the same distribution as maximum temperature, except in the north-east, where, in Bengal, it was practically normal, and in the east of the United Provinces, where it was distinctly in defect.

(iv) Rainfall occurred chiefly in the Peninsula, Bengal, the east of the Central Provinces and in the north-west submontane districts: humidity, both absolute and relative, and cloud presented similar features of distribution.

February.—The weather in northern India was abnormally cold, wet and cloudy, and a series of depressions of the winter type passed eastward from Baluchistan or the Arabian Sea across Gujarat, Sind or the North-West Frontier Province, accompanied by waves of hot and cold weather. There was also evidence of two other such depressions, with centres passing to the north of Kashmir. Rain or snowfall occurred with each of these, notably with the two last to which was due the larger part of the total rainfall of the month which, as has already been indicated, was very greatly in excess of the normal. Mean temperature was from 2° to 4° low over the whole of northern India, the maximum or day temperatures especially contributing to this result, and conditions of high humidity and excess cloud amount were nearly general.

March.—Weather in northern India presented the same cold, cloudy and damp features which had been prominent in February, and in all parts of the Peninsula also, except the extreme south, mean temperatures well below normal were recorded. Above latitude 22° N. the defects of temperature lay between 2° and 5°, and large tracts in the north-west and from Bengal westwards to the Central Provinces and the east of the United Provinces were uniformly 4° low in mean temperature. The greater part of this

result was due to deficiencies of maximum day temperature, which in consequence of cloudy weather ranged up to 8°. Rain continued, as in February, to fall in excess in the north, but in a less marked manner than during that month. In Burma, Assam, and on the west coast only were any deficiencies shewn. In the south rain fell on the Coromandel coast and in south Madras on the 1st, and scattered thunder-showers on the 18th and 19th. Humidity was high generally in the areas of rainfall, and cloud was in excess over the whole Indian area, except in parts of Bombay and Burma.

April.—Weather conditions presented a strong contrast to those of the previous month—the departure of mean pressure from the normal fell from +·048″ in March to —·007″ in April ; rainfall was practically absent except in Kashmir, Assam and south India ; and cloud was in conspicuous defect. Maximum day temperature rose above the normal over the whole of the Peninsula and Bengal, and minimum night temperature showed closely corresponding changes. Two depressions of the cold weather type crossed northern India in the first half of the month and strong evidences appeared of the passage of two others to the north of Kashmir. The rainfall due to them was confined to the extreme north-west corner of India, and to Bengal, Assam and northern Burma, the principal falls in the north-west occurring between the 4th and 9th and the 15th and 17th, and in Assam from the 2nd to the 3rd and from the 5th to the 7th.

A wave of very cold weather was affecting the west at the opening of the month and was felt in a modified degree in the United Provinces and Bengal, but it had given place to a warm wave by the end of the first week. This latter wave of high temperature was due to and preceded the third travelling depression of the month, and was followed by a marked low temperature wave giving total changes of 16° and 18° in the west between the 7th and 11th and of 6° and 8° between the 12th and 14th in Bengal. During the latter half of the month weather in the north-east was influenced by a trough of low pressure lying near the hills, which by directing the winds from Orissa along a more eastward course than usual raised the temperature in Bengal and maintained it at values from 4° to 10° above normal. Rain fell almost daily in Assam during the second and third weeks, heavy falls occurring on the 18th and 19th during a strong development of the low pressure area at the foot of the hills. In the Peninsula dry weather prevailed except in south India, where thunderstorms gave light scattered showers on many days and more general rain on the 27th, 28th and 30th. Temperature was a few degrees above normal over most of Bombay and Madras.

May.—The weather was warmer than is usual even in May, the warmest month of the year, the averages of both day and night temperatures having been almost generally above normal over India and Burma. In maximum temperature the greater part of the country showed an excess of about 2°, but in Burma, south India and the Central and United Provinces the excess reached 4°. Minimum temperature was above normal almost equally generally, the area of its greatest departure, which reached 6° covering parts of Rajputana and Central India. Cloud was conspicuously less than usual, and its distribution was similar to that of absolute and relative humidity, as measured at the ground level. Rainfall was nearly everywhere below the average, by amounts varying from 10 per cent. in Bengal and Orissa to 89 per cent. in the area comprising east Rajputana, Central India and Gujarat. In distribution it was concentrated, as is usual in May, over the north-eastern parts of India, the Malabar coast, and Burma, and the heavy falls which regularly occur in the extreme south of the Peninsula and on the Tenasserim coast graded off rapidly in a northward direction, in the Peninsula towards the area of dry weather, in north Bombay and in the south of Burma towards the interior.

June.—The chief feature of the weather of the month, the breaking of the monsoon, occurred later than the normal date over the greater part of India, most notably in Malabar, the Central Provinces and the east of the United Provinces. In these areas the delays amounted to 10, 10 and 12 days, respectively. The month's rainfall, due to unsettled conditions prior to the monsoon, and later, to the monsoon current itself, was deficient in Lower Burma, Bengal, Assam, a large part of the Punjab plains, in Rajputana, Central India and on the west coast, and was above normal elsewhere.

Three depressions developed during the month; the only one of importance crossed India, between the 17th and the 23rd, from the east coast to Sind, causing light, moderate and heavy rain along its course. Mean pressure was ·018″ in excess over India and Burma, and departures from this average condition were nowhere large. The monthly average of mean temperature was nearly normal, with a slight excess in part of Bengal and a slight defect in Upper Burma. The actual departures from normal, however, which

occurred from time to time during the month, were considerable in several parts of India. Humidity conditions were, on the monthly average, approximately normal; they showed however, an excess in Sind, Cutch and Rajputana, and a defect in the United Provinces and east Punjab.

July.—Weather was on the whole less cloudy than usual, rainfall was below the average, except in the Peninsula, and temperatures were normal over the greater part of the country. In the north-west, however, Sind and the Punjab had clearer skies, higher temperature and very considerably less rain than is usually the case in July. During the month three depressions affected the weather in the periods from the 1st to the 4th, from the 17th to the 24th, and from the 25th to the 29th. The first caused general and heavy rain in north-east India, the United Provinces, Central India and parts of the Central Provinces and Rajputana. The second depression gave an increase of rainfall over the whole of the Peninsula and caused rain over the greater part of northern India between Bihar and Rajputana. The third gave heavy rain from Bengal westwards to the central parts of the country.

August.—Weather was less cloudy than usual over the greater part of India and Burma, although at the ground level humidity was approximately normal. Mean temperature was slightly low along the base of the Himalayas and in the south-east of the Peninsula, owing chiefly to a defect of day temperature, and high in parts of Rajputana and the Punjab, but elsewhere mean monthly conditions were practically normal. Pressure was on the average high by ·031″ and its departures from normal varied from a small defect in the south to an excess of ·080″ at the head of the Bay of Bengal. Winds were weak in the Peninsula, but strong in Rajputana, the upper Sub-Himalayas and at the head of the Bay of Bengal. Rainfall was in excess along the base of the Himalayas, at Himalayan hill stations, and in the Peninsula, especially in the south. In the belt of the country between the Sub-Himalayas and the Peninsula rainfall was on the whole deficient. Two depressions occurred during the month, one in Gujarat between the 24th and 29th and the other, almost simultaneously, travelled from the Bay of Bengal across Orissa to Rajputana. In each case some heavy rainfall in the neighbourhood of the depressions was induced by the conditions prevalent at the time.

September.—Weather in the north-west and west-central parts of India was on the average of the month slightly cooler by day and the air damper than is usual in September; cloud was in excess in Rajputana and over a belt of country from Gujarat across the Central Provinces to Burma, and in defect in Bengal. In other parts of India conditions were approximately normal. Mean monthly pressure was low, especially in Bengal. Rainfall was light in Bengal, the Peninsula and Gujarat, but heavy in Burma and the area comprising the Punjab, Sind, Rajputana and Central India.

Five depressions occurred, the first of which was already filling up at the end of August. The second and third appeared between the 4th and the 15th and gave widespread rain over nearly the whole of India; the remaining two depressions together caused heavy rainfall between the 25th and the 30th in central and north-east India and in Burma.

October.—Skies were even more free from cloud than usual over a large part of the country, although humidity was above the normal in most places. Rainfall was somewhat irregularly distributed: it was above normal in the interior of Burma, the Assam Hills, the Brahmaputra Valley, Bengal, Chota Nagpur, Mysore and south Madras, and was deficient in the remainder of the country. The defect was greatest in the United Provinces, Berar and the central and western districts of the Central Provinces which received hardly one-tenth of their normal quantity. Nights were warmer than usual in most districts, particularly in upper India where minimum temperature was from 2° to 6° above the normal; while days were, if anything, slightly cooler than is normally the case. In the mountain zone, bordering upper India, temperature was high, both by day and night. One storm, of moderate intensity, occurred in the month, developing near the Andaman Islands between the 21st and the 27th. It travelled to the Madras coast at Cocanada, and thence moved slowly along the coast till its disappearance on the 31st and caused rainfall on the Circars coast, in Orissa and north-east India.

November.—On the average of the whole of India weather was drier and warmer and skies were clearer than is usually the case in November, and barometric pressure was in mean geographical excess by ·027″. Humidity was high in the north-west, north-east and south India, and low over the central parts of the country. Cloud amount was below normal everywhere except in the south and west of the Peninsula, central Burma and upper Assam. Temperature, both by day and night, was in excess over the greater

part of the country, most markedly in north-west India where it ranged up to 6° above normal. The excess of pressure was higher in the hills of northern India than on the plains, so that the vertical pressure gradients were slighter than usual. Winds had a more westerly tendency than usual in northern India, and in the Peninsula shewed a strong north component. Rainfall was below normal except in Burma, Eastern Bengal and Assam and the south of Madras. The largest defect occurred in Mysore where only 25 per cent. of the normal quantity was received. No rain fell over the tract of country which includes the United Provinces, the Punjab, Rajputana, Central India, Sind and Gujarat.

December.—In northern India, with the exception of the Punjab, weather was drier than is usual in this month, but in the Peninsula conditions were disturbed, and the rainfall was in many parts in excess of the normal by between 200 and 900 per cent. Temperature, and especially minimum temperature, was high over the greater part of the country, and humidity was in most places above normal. Skies were much clouded in the area of rainfall in the Peninsula and also in the North-West Frontier Province, parts of north-east India and Burma, but elsewhere cloud proportion was lower than usual. Pressure was low on the average by ·017″, the defect being chiefly noticeable in the Peninsula, and vertical gradients of barometric pressure in the northern parts of the country were less marked than usual. There were four periods of disturbed weather in the Peninsula, during which the greater part of the rainfall of the month within that area occurred ; and in the north of India the conditions accompanying the winter type of depression appeared on four occasions, although on only one of these was the resulting precipitation at all abundant.

European Troops.

(For Statistical Tables, *see* pages 115 to 121.)

Sickness and mortality in 1906.—The average strength of the European army of India during 1906, excluding officers, was 70,272, and of this strength 51 per cent. were men under 25 years of age and 21 per cent. were men with less than one year's service in India. The year was an unhealthy one for all classes of people in India and from the statement below it will be seen that the rates of admission to hospital, of mortality, and of invaliding, among European troops were all somewhat higher than those of the previous year though they were considerably lower than those of the antecedent quinquennium.

India.	All causes. Ratios per 1,000.		
	1900-1904.	1905.	1906.
Admissions	1046·5	834·3	870·8
Constantly sick	64·6	52·3	51·4
Deaths	13·03	10·05	10·43
Invalids	34·76	21·24	28·36

Despite an increase in the number of cases of sickness the constantly sick rate fell from 52·3 to 51·4 per 1,000; and, in view of the fact that the rates of admission to hospital and of death during 1905 were the lowest on record, it must be concluded that the health of the British troops in 1906 was very good. The recorded increase in sickness was due chiefly to a rise in the number of admissions on account of ague; this disease, venereal diseases and simple continued fever were the chief causes of sickness during the year. As compared with 1905 there was a rise in the admission rates from ague, remittent fever and simple continued fever, and a fall in those from venereal disease, influenza and enteric fever.

The chief causes of death were, as usual, enteric fever and abscess of the liver, the former accounting for 30·6 per cent., and the latter for 14·6 per cent. of the total number of deaths. The mortality from each of the chief diseases, with the exception of heat-stroke, pneumonia and tubercle of the lungs, was higher than in the previous year.

The chief causes of invaliding were, in order, debility, ague, syphilis, valvular disease of the heart, enteric fever, and disordered action of the heart, these causes together accounting for 847 invalidings (nearly one-half of the total number) as compared with only 574 in 1905. The number of men sent home on account of syphilis rose from 75 in 1905 to 120 in 1906 and on account of enteric fever from 52 to 115, but there was a fall in the number invalided for tubercle of the lungs (from 116 to 92) and only 10 men were invalided for *Bilharzia hæmatobia* as compared with 23 in 1905, 71 in 1904 and 158 in 1903.

If the statements in the first paragraphs of this and the following section be compared it will be seen that the admission rate among European troops during 1906 was nearly one and a quarter times as high as that among Native troops, that the constantly sick rate was more than twice as high and that the invaliding rate was four times as high. The death rates among European and Native troops were, respectively, 10·43 and 6·57 per mille.

The average annual strength of the European troops composing the garrison in the Aden Hinterland during the first three months of 1906 works out to 79, and altogether 57 admissions into hospital and one death were reported. Ague as usual, was the chief cause of sickness; the death was due to syphilis.

Commands. Divisions. Stations.—Employing the statistical method usually adopted in this report for ascertaining which areas are most and which least favourable to the health of the troops, we find that of the three Commands the Western was the most unhealthy during 1906 both for European and for Native troops, and that for European troops the Eastern was more unhealthy than the Northern. The Western Command was the most unhealthy chiefly owing to the death rates on account of enteric fever, abscess of the liver and dysentery being higher than in the other Commands. Enteric fever was least prevalent and caused least mortality in the Northern Command. and venereal diseases were also least prevalent in this Command. Tubercle of the lungs was most

prevalent in the Western Command, and pneumonia and influenza in the Northern. As regards the Divisions the statistics of the 5th (Mhow) Division were the least favourable during 1906, the rates of admission to hospital, of constantly sick, and of mortality being respectively 1,060, 55 and 16 per mille. The 1st (Peshawar) Division stands next in the list with an admission rate of 1,290, a constantly sick rate of 55 and a death rate of 8 per mille and the 9th (Secunderabad) Division next with rates of 927, 62 and 10 per mille, respectively. As in 1905, the health of the European troops in the 2nd (Rawalpindi) and the 3rd (Lahore) Divisions was better than in the other Divisions during 1906.

Among the larger stations the highest constantly sick rates were recorded at Fort William (88·2), Meerut (71·3), Wellington (69·4) and Rawalpindi (64), and the lowest at Sialkot (36). The incidence of enteric fever was greatest at Mhow, Jhansi and Lucknow, and of hepatic abscess at Sialkot, Mhow and Secunderabad. Fort William (34·45), Colaba (20·60) and Rangoon (18·09) furnished the highest constantly sick rates for venereal diseases and Quetta (4·61) the lowest.

Geographical groups.—The geographical groups which, as judged by the statistics of sickness and mortality in combination, may be regarded as having been most unhealthy for European troops during 1906 were Bengal-Orissa (IV), Central India (VIII), Burma Inland (II), Indus Valley (VII), and Deccan (IX), while at the other end of the scale were the hill stations (XII-*a*), the Burma Coast (I) and the Western Coast (X). Bengal-Orissa and Central India invariably appear in the list of unhealthy groups, and the hill stations in the list of healthy ones, but the position of the remaining groups as regards their healthiness differs from year to year and is dependent upon other factors than climate ; one is the figure representing the average strength, which in some groups is low [*e.g.*, Burma Coast (I), where it was only 1,375 in 1906] and a few deaths yield a high death rate, and in others high [*e.g.*, Upper Sub-Himalaya (VI), where it was 13,989]. The admission and constantly sick rates were lower than in 1905 in all the geographical groups except five, the three groups where the rates recorded during 1906 compare most unfavourably with those of 1905 being Burma Inland (II), Central India (VIII) and Southern India (XI). Ague was most prevalent among the troops located in the Indus Valley, the Central India and the Bengal-Orissa groups, simple continued fever among those in the Burma Coast group, influenza among those in the Indus Valley group, and enteric fever among those in the Central India group.

Influenza.—Influenza caused an admission rate of 11·4 per mille among the European troops during 1906 as compared with 14·2 per mille in 1905 and 4·9 per mille in 1904. The disease was prevalent in all the geographical groups, the incidence being greatest in groups VII (Indus Valley) and VIII (Central India). In the first of these the troops were affected to the extent of 65 per thousand of their strength and in the second to the extent of 23 per thousand. There were altogether 804 admissions to hospital, with no fatality, reported from 41 stations, of which Peshawar (313), Agra (119) and Cawnpore (86) contributed 64 per cent. of the total number of admissions. At Peshawar the epidemic lasted from May until October. The usual symptoms of the disease were present and in all cases the blood was examined microscopically in order to exclude malaria. From the sputum of one patient, in whom the disease was complicated with pneumonia, the influenza bacillus was isolated. At Agra the epidemic occurred during September and October ; the medical officer considered that the disease was probably imported from stations in the hills, where it had been prevalent during the summer. At Cawnpore influenza was prevalent during October and November.

Cholera.—There was a considerable increase in the prevalence of cholera among European troops during 1906, the number of cases recorded being 72 and the number of deaths 46 as compared with 10 cases and 9 deaths in 1905 and 16 cases and 11 deaths in 1904. Of the 72 cases during the year 21 (including 6 cases of "choleraic diarrhœa") with 9 deaths occurred at Meiktila, 11 with 10 deaths at Secunderabad, 9 with 7 deaths at Benares, 4 with 3 deaths at Dinapore and 11 with 8 deaths among troops on the line of march. The first patients in the outbreak at Meiktila were soldiers who had probably drunk milk or aerated waters in a billiard saloon in a bazaar where cases of cholera had occurred. It was found that the milk supplied to this saloon came from a district where cholera was severely prevalent among the cow-keeping community. The outbreak, which began on the 1st of August, was quickly checked by moving the affected regiment into camp and by the thorough measures of isolation and disinfection immediately undertaken. The outbreak at Secunderabad was confined to patients under treatment in the upper storey of the station hospital and all the cases occurred between the 4th and 16th of

August. Eight of the patients were suffering from enteric fever, two from simple continued fever and one from rheumatism. Only three of the patients attacked with cholera lived more than a day after the onset of symptoms. The source of infection in the first case could not be traced with certainty, but it was possible that it was a case of infection by milk, which, it appears, was obtained from native contractors and apparently was not boiled before issue to the patients. The wards of the upper storey were evacuated on the 12th or 13th of August and the last case occurred on the 16th. The outbreak at Benares lasted five days, from the 30th of May until the 4th of June. All the men attacked belonged to the same company and used the same latrine. It was found that one of the patients had visited a house in the bazaar where there were two cases of cholera and it was probable that he had taken food there. All the cases at Dinapore were among members of the Sergeants' mess and it was thought that infection had been conveyed in uncooked vegetables and fruit brought from a locality where cholera existed.

Small-pox.—There were in all 87 cases of small-pox with 4 deaths among European troops in 1906 as compared with 99 cases with one death in 1905, and 49 cases with 4 deaths in 1904. An examination of the records for the past ten years shows that there has been a considerable increase in the prevalence of this disease among European troops in India during recent years, for it appears that during the five-year period from 1897 to 1901 only 96 cases of small-pox with 11 deaths occurred among these troops while during the five-year period from 1902 to 1906 no fewer than 326 cases with 21 deaths were recorded. This is the more unfortunate since among the much larger body of Native troops the prevalence of small-pox has not increased. The lack of success in the prevention of this disease among European troops during recent years is further illustrated by the fact that while in each year from 1897 to 1902 small-pox was more prevalent among Native troops than among European troops, in each year from 1903 to 1906 it was more prevalent among European than among Native troops. An interesting table obtained from the office of the Principal Medical Officer in India gives the number of European soldiers who at the yearly examinations are found to have no satisfactory marks or record showing that they have been vaccinated, from which it appears that in 1906 the number was no less than 20,649 as compared with 14,923 in 1905, 6,529 in 1904, 5,987 in 1903 and only 2,463 in 1902. It can scarcely be necessary to search further for an explanation of the cause of the increase of small-pox among European troops in India. During 1906 one or more cases were recorded in 32 stations, the largest numbers occurring in Cawnpore (15), Jhansi (12) and Karachi (8). There was no death among the 15 patients who suffered from the disease in Cawnpore. All the men except one had been re-vaccinated at periods varying from two to eight years before the attack, but in nine only two marks had been made and in the remainder only three. In seven re-vaccination had "failed" and in three the result was recorded as "modified". There was one death among the patients at Jhansi; the man had been successfully re-vaccinated in 1902, three marks having been made. At Karachi also one case was fatal; the patient had been re-vaccinated in 1901 there being one satisfactory mark. Measures have recently been taken to ensure that failures in re-vaccination are not due to loss of potency of the vaccine.

Intermittent and remittent malarial fevers. Simple continued fever.—Malarial fevers were very prevalent among all classes of people in India during the latter part of 1906 and the number of admissions to hospital on account of intermittent fever among European troops rose from 7,945 (111 per mille) to 12,380 (176 per mille). The number of deaths ascribed to this disease was 16, which is equivalent to a death rate of ·23 per mille as compared with ·11 per mille in 1905. Native troops and prisoners also suffered more severely than in the previous year. As regards the prevalence of the disease among the European troops of the three Commands it may be noted that in the Northern Command the admission rate rose from 70 per mille in 1905 to 226 per mille, in the Western from 163 to 250 and in the Eastern from 113 to 132. As regards the ten Divisions the admission rates from malarial fevers (intermittent and remittent) were highest among the troops of the 1st (Peshawar) Division (686 per mille of strength), the 5th (Mhow) Division (349·7 per mille), and the 4th (Quetta) Division (207·1). The rates in these three Divisions during the previous year were 178·9, 184·3 and 123·8 per mille respectively, which shows the great increase in prevalence during the year under review.

As regards the relative prevalence of malarial fevers in the different geographical groups the admission rates among both European and Native troops were highest in the Indus Valley group (VII), the rates in the Central India group (VIII) coming next and those in the Bengal-Orissa group (IV) next. Finally as regards the relative prevalence of these fevers in the different stations it may be noted that excluding the Hill stations

(in which, of course, the admissions are almost entirely on account of relapses of infections contracted in the plains) an increased prevalence among European troops as compared with 1905 was recorded in 42 stations and a diminished prevalence in 25; and that, omitting stations with an average strength below 200, the highest rates were recorded among European troops in 1906 at Delhi, Jhansi, Peshawar, Nowshera, Hyderabad (Sind), Nasirabad and Neemuch, the rates in all these stations being above 500 per mille of strength and being considerably higher than those of the previous year.

The number of admissions recorded under the heading remittent fever during 1906 was 240 (3·4 per mille) and the number of deaths five as compared with 161 admissions (2·3 per mille) and one death in 1905. No fewer than 178 of the admissions during 1906 were recorded in Maymyo; the next highest numbers in any station were nine at Neemuch, eight at Port Blair, six at Mhow and four each at Ambala and Saugor. In eight stations only one case occurred, in four two cases and in four three cases. This list includes all the stations in which a case was recorded. All the cases at Maymyo were considered by the medical officer to be malarial fever; they were returned under the heading remittent fever in accordance with the character of the temperature chart. A similar remark applies to the cases at Neemuch, Port Blair, Mhow and Ambala. Except Mhow none of the stations at which cases of remittent fever were recorded come in the list of stations where malarial fever was most prevalent during the year and the inconsistency in the statistics of this disease from year to year shows that the return of cases under this heading depends more upon the idiosyncracy of the medical officer than upon any other factor. For this reason it is fortunate that the term has been omitted from the new edition of the Nomenclature of Diseases and after 1907 it will not be used in statistical returns.

The table below shows the extent to which the admissions recorded as due to simple continued fever have increased during recent years, an increase which is coincident with a decrease in the number of admissions recorded as due to intermittent and remittent fevers.

SIMPLE CONTINUED FEVER, EUROPEAN TROOPS.

Years.	Number of admissions.	Admission ratio per mille.
1902	846	14·0
1903	1,300	18·5
1904	1,684	23·7
1905	3,415	47·9
1906	3,917	55·7

There is no doubt that the increase is the result of a change in diagnostic procedure and that in former years a great number of the cases now shown under the heading simple continued fever would have been returned under the heading ague. The truth of this will be apparent from a consideration of the following table which gives the number of admissions recorded as due to malarial fevers and to simple continued fever in some stations during the years 1901-02 and 1905-06.

TOTAL ADMISSIONS, EUROPEAN TROOPS.

Stations.	1901 AND 1902.		1905 AND 1906.	
	Malarial fevers.	Simple continued fever.	Malarial fevers.	Simple continued fever.
Rangoon	357	23	72	388
Lahore Cantonment	1,291	35	210	432
Sialkot	419	1	176	222
Jubbulpore	392	28	110	279
Secunderabad	453	95	202	363
Bangalore	298	21	323	163
Quetta	647	113	476	777
TOTAL ...	3,857	316	1,569	2,624
Proportion ...	*100* :	*8·2*	*100* :	*167·2*

The years 1903-04 were apparently a "transition period" during which the opinion was gradually gaining ground that a number of cases of "fever" among European troops are not malarial in origin, and for this reason the statistics of those years are omitted. It will be seen that in these stations the number of admissions recorded as due to malarial fevers during 1905-06 was less by 2,288 than during 1901-02, but that the number recorded as due to simple continued fever was greater by 2,308, so that the total number recorded under both the headings was about the same in the two periods (that is it was 4,173 in 1901-02 and 4,193 in 1905-06). The more frequent use of the microscope in the diagnosis of malarial fevers, and, in places where anti-malarial operations are being carried out, the desire to make the results appear as favourable as possible have led to similar changes in diagnosis in other countries besides India, and such changes have to be taken into account in estimating the significance of a reported reduction in the prevalence of malarial fevers in any place. The great attention now being paid to the correct diagnosis of cases of "fever" is one of the most satisfactory results of the anti-malarial campaigns in force in most tropical countries and is to be encouraged in every way, but it has to be borne in mind that the statistics of the prevalence of malarial fevers in any place in which the newer methods of diagnosis have been instituted are not comparable with those recorded before microscopes were generally used in diagnosis. In favour of the view that the majority of the cases returned as simple continued fever in India are not malaria the statistics of 1906 are so far satisfactory in that the seasonal incidence of simple continued fever does not correspond with that of malarial fever. For India as a whole the months of greatest prevalence of simple continued fever were from May to September with July as the month in which the largest number of admissions were recorded. The stations in which most cases occurred during the year were Quetta (398) in which the month of maximum prevalence was September, that for ague being November, Secunderabad (257), the month being August as compared with December, Rangoon (222), the month being May as compared with July and September, Rawalpindi (220), the month being May as compared with November, Ferozepore (182), the months being July and October respectively, and Lahore Cantonment (179), the months being April and October respectively.

Reports by medical officers on simple continued and malarial fevers.—The much more frequent use of the microscope in diagnosis and the changes which are apparent in the statistics of malarial fevers and of simple continued fever indicate that success is attending the attempt to ascertain the true place which malaria should take as a cause of sickness among European troops. It is realized that a considerable proportion of the sickness formerly ascribed to "ague" is due to a variety of causes none of which, however, have any connection with malaria. The heading under which these non-malarial cases of sickness are returned most frequently is simple continued fever. For the most part they are cases in which there is fever for two or three days without any other prominent symptom and they are classified by most medical officers according to their cause. Thus the medical officer at Rangoon recognises the four following varieties: (1) cases due to constipation and indigestion; (2) cases occurring in men who are taking a great deal of exercise and living upon a too highly nitrogenous diet; (3) cases due to exposure to the sun but which are not sufficiently severe to be returned under the heading heat-stroke; (4) cases of the bilious type, due to congestion of the liver. In general these are the varieties recognised by most medical officers of experience although some lay most stress upon exposure to the sun as a factor in causation, others upon congestion of the liver and indigestion as a result of errors in food and drink. In some stations, as in Lahore Cantonment, the headings simple continued fever and congestion of the liver are used alternatively for these cases. Most of the admissions occur not during the malarious season but during the hot dry months of the year and doubtless exposure to great heat and errors in diet are both important factors in causation. Soldiers newly arrived in the country and those who are more than usually careless as regards the sun are especially liable to be attacked. The factor of errors in diet is referred to by many medical officers, but the opinions of only a few can be mentioned here. The medical officer at Rawalpindi (where there were 220 cases) says that moderate eaters do not suffer, but only those who have no control over their appetites; he considers that the large amount of nitrogenous food which soldiers consume, often in an unsuitable form, is an important factor in causation. The medical officer at Fort Lahore considers that the prevalence was aggravated to a great extent by over-eating and in some instances by over-drinking,

and says that most of the cases occurred among men who frequented the canteen daily. A similar opinion is expressed by the medical officer at Lahore Cantonment (Mian Mir) where 179 cases were recorded. At Secunderabad the great majority of the cases (of which there were 257) were associated with congestion of the liver and were considered to be dependent upon this condition. So far as true malaria is concerned it may be noted that in 3,611 cases during 1906 as compared with 2,797 during the previous year and only 705 during 1904 malarial parasites were found, and the species of parasite determined, by microscopical examination of the blood. The results show that nearly 80 per cent. of the cases during 1906 were infections with the *benign tertian* parasite as compared with 85 per cent. in 1905 and 83 per cent. in 1904, and that about 20 per cent. were infections with the *malignant tertian* parasite as compared with 11 per cent. in 1905, and 16 per cent. in 1904. *Quartan* parasites were found in only about 13 cases during 1906. The practice of returning as malarial fever only those cases in which malaria parasites are found in the blood is now adopted in many stations and doubtless accounts in part for the recorded reduction in malaria. Another factor which has affected the statistics is the system of "treatment in barracks" which was introduced at the end of 1903. During 1906 there were 4,317 cases of ague so treated, and these are not recorded as admissions to hospital; if they were, the admission rate from ague among European troops in 1906 would have been 237·6 per 1,000 instead of 176 and from simple continued fever it would have been 68·8 instead of 55·8. In these circumstances it must always be difficult to estimate by statistics the effect of the anti-malarial operations which are being carried out. A measure which has doubtless effected a real reduction in the number of admissions to hospital for malaria is the "after-treatment" now given in nearly all stations to patients who have been admitted for this disease. A nominal roll of these patients is kept at the station hospital and they are required to attend twice weekly for from six weeks to two months to receive a dose of quinine. The dose given during 1906 in the great majority of stations was 10 grains, but at Sialkot, Mhow, Kamptee and a few other stations it was 15 grains and at Nowgong 20, and these larger doses are doubtless more effective. Medical officers at stations where this "after-treatment" has been thoroughly carried out invariably report that it has caused a marked decrease in the number of re-admissions for relapses, which, as is well known, are the main cause of the high malaria ratios in certain stations. As regards the prevention of primary attacks there can be no doubt that the efforts put forth during the past year have been more general and more complete than formerly. "Mosquito brigades" were organized in nearly all stations in the plains and carried on a systematic campaign throughout the year. In the larger stations such as Peshawar, Rawalpindi, Lahore Cantonment (Mian Mir), Meerut, Mhow, etc., the cantonment was mapped out into separate areas each under the charge of a medical officer with one or more hospital assistants or trained soldiers and a gang of coolies working under his direction. In this way the whole cantonment could be gone over at least once a week, and all collections of water dealt with. At Mandalay a crude petroleum known as "earth oil" was used as a larvicide instead of kerosine oil; it is cheaper and was found to be quite as effective. At Deolali and Kamptee the petroleum known as "pesterine," which could be obtained at 6 annas a gallon was found to be a very effective larvicide. Anopheles mosquitoes were found in 38 stations in the plains, but the species were identified in only 19. *A. rossi* and *A. culicifacies* were the two species most frequently found. In a few stations the campaign against mosquitoes was reported to have been fairly successful, but in the great majority little or no effect was produced. The rainfall of the year was abnormally heavy and added great difficulties to the work in most stations. The medical officer at Rawalpindi reported that owing to the heavy rainfall the cantonment was covered with long rank vegetation which concealed numerous pools and other breeding places which the four mosquito brigades could not deal with effectually. Anopheles mosquitoes were present in enormous numbers at Peshawar, and although a mosquito brigade was organized in connection with each regiment and the cantonment sub-divided into small areas for the more effective control of all breeding places it was found that, owing to the difficulty of dealing with the numerous canals and ditches, little or no effect on the number of mosquitoes was produced. At Ferozepore the effect of the operations carried on by the mosquito brigades, as judged by the prevalence of malaria in 1906 and 1905, respectively, was recorded as a "total failure". At Roorkee anopheles mosquitoes were very prevalent and rain-formed pools were so numerous that it was impossible to keep them oiled constantly. The Ganges canal was not running for some weeks and mosquitoes bred "in millions" in the pools left in the canal bed. At Barrackpore the campaign had to be stopped during the rains as the numerous pools could not be dealt with at a reasonable cost. At Mhow and

some other stations the proximity of native bazaars rendered the efforts to reduce the number of mosquitoes ineffective. The medical officer at this station and many others considered that quinine prophylaxis is the best system for reducing the amount of malaria among the troops. This measure alone, or with others, was carried out in 42 stations. The dose, the frequency of administration, and the method adopted for ensuring that the men take the prophylactic dose varied considerably in different stations. In about 20 stations 10 grains of quinine were administered on two successive days each week; in Sialkot, Amritsar, Mhow and Belgaum 15 grains were given twice a week, in Kamptee 15 grains once a week and in Meerut (to one regiment) 15 grains three times a week. In Ahmedabad and Rangoon 10 grains were given three times a week, and in Saugor the same dose once a week. In Muttra, Allahabad, Quetta and Jubbulpore the dose was 5 grains given twice a week and in Shahjahanpur the same dose once a week. In Hyderabad the dose was 8 grains once a week, and in Karachi 6 grains. Mention is made that the doses were administered under the supervision of a medical officer or of an assistant surgeon in only about 15 stations and it appears that the measure is still carried out under regimental arrangements in a number of stations. A method of prevention which was adopted in several stations with excellent results and certainly merits further trial in future years was that of removing regiments severely attacked by malaria into camps situated at some distance from their barracks. The measure is practically the same as that known under the term "Segregation of Europeans". It was tried at Rawalpindi, Jhansi, Maymyo and Delhi, in every case with good results. It is well worthy of trial as regards the European troops in Lahore Cantonment (Mian Mir), where malaria is prevalent during only a short period of the year. In this cantonment extensive anti-mosquito operations (which included the stoppage of all irrigation since August 1905 and great improvements in surface drainage) have been carried on for several years. It is too early yet to judge of the effect of these measures.

Malta Fever.—Seven admissions to hospital during 1906 were due to Malta fever as compared with four in 1905, six in 1904 and nine in 1903. The stations at which the cases occurred in 1906 were Wellington, Ambala, Sialkot, Lebong, Lucknow, and Shahjahanpur. The patient at Wellington had been transferred from Bellary. He had not been at Malta or a Mediterranean station for nine years. The clinical symptoms were said to be typical and the blood agglutinated the Micrococcus melitensis in a dilution of 1 in 80. The patient at Sialkot apparently contracted the infection in the station. In this case and in the case at Lucknow the diagnosis was confirmed by the isolation of the micrococcus. The patient at Shahjahanpur had arrived from Malta eight months previous to his attack. The diagnosis was doubtful in the case at Lebong, and of the case at Ambala no particulars are given by the medical officer.

Enteric Fever.—Recent Investigations.—[*The usual account of the more recent work upon enteric fever, which includes this year a summary of the results obtained by a committee of investigation working at the Central Research Institute, Kasauli, is omitted from the present abstract.*]

Preventive measures.—The measures of prevention of enteric fever are sufficiently obvious, but are difficult to carry out. They depend upon a realization of the facts that infection takes place through the mouth, that every case of typhoid fever arises from a previous one, that the typhoid bacillus escapes from human beings in all the excreta but especially in the urine and fæces, and that the saprophytic life of the bacillus outside the human host is very short. Man is the only known host of the bacillus and the point of greatest importance in prophylaxis is the prevention of the spread of the living bacillus by him. If this can be completely effected the further spread of the disease is impossible for any bacilli which have previously escaped will die out within a short period of time. Thus the two conditions to be fulfilled in a successful campaign against typhoid fever are, firstly, to be in a position to discover all cases of the disease easily and at as early a stage as possible and, secondly, to be in a position to destroy the bacillus in these cases. It is in the carrying out of the measures necessary for the fulfilment of these two conditions that the difficulties arise, but that they are less great as regards a body of men, such as the European army in India, under complete military and medical control than as regards the ordinary civil population of any country there can be no doubt, and the success which has attended the measures on these lines for the suppression of typhoid fever in many civil districts in Germany, raises the hope that when they are effectually put into force in the European army in India the prevalence

of typhoid fever among this body of men will decrease very considerably. The expense of establishing a large hospital in the hills where convalescents could be kept until they had ceased to excrete the bacilli in their urine and fæces and the expense of the staff of bacteriologists who would have to be constantly employed would necessarily be great, but it would be more than compensated for if the prevalence of a disease which causes so much sickness, mortality, and loss of service, could be materially diminished.

Reports from medical officers.—Of the 102 stations occupied by European troops during 1906 there were only 15 in which more than 20 cases of enteric fever occurred and there were 8 in which only 2 cases occurred, 16 in which only one case occurred and 17 in which no case occurred. It is plain, therefore, that in the majority of stations enteric fever does not occur in the form of well marked epidemics and in view of the difficulties which attend the investigation of the origin of sporadic cases occurring at considerable intervals it is not surprising that the medical officers in at least 22 stations during 1906 stated that they had failed to trace the source of origin of attacks, and that a guarded opinion was given by the medical officers in a number of other stations. But although it is not often possible to come to a definite decision as to the origin and mode of spread of enteric fever in Indian cantonments the careful enquiries and investigations which are made in every case reveal many sanitary defects and lead to a clearer view of the relative importance of the different conditions which influence the prevalence of the disease. One of the most important conclusions to which these enquiries and investigations have led is that water plays only a very minor role in the dissemination of enteric fever among European troops in India. As regards the year 1906 if we except an instance at Saugor where it was thought the patient may have contracted the infection by drinking water from a well in a native city, one at Calcutta where the attack commenced some days after the patient had drunk water in a native house, and a very few isolated cases attributed to drinking water from *nullahs* or village wells while on manœuvres or on the line of march, in none of which is there any good reason for connecting the attack of enteric fever with the water drunk, we are left with only one outbreak in which there was a suspicion that the disease was water-borne. This outbreak (of 25 cases) occurred in Peshawar between the 23rd of May and the 30th of June, and all the regiments in the garrison were affected. It was found that the filter-bed was not working satisfactorily and that the contractor had obtained sand from a *dhobie's ghât* which was grossly dirty. The epidemic ceased within three weeks of the filter being put out of use. As regards conveyance by milk it may be noted that an outbreak of 14 cases which occurred at Ferozepore between the 21st of April and the 19th of May was considered to have been milk-borne and that a few cases at Rawalpindi, Secunderabad, Sitapur, Agra and Lucknow were also attributed to infected milk, but in all these cases as well as in the outbreak at Peshawar which has just been referred to, the evidence is much wanting in conclusiveness. As has been the case during the last few years the reports of 1906 show that medical officers consider contact infection, direct and indirect, to be the most important mode by which enteric fever is spread in Indian cantonments and although vigorous measures to guard against it are taken it was a potent factor in many stations during the year. A few examples taken from the reports may be mentioned. At Lahore Cantonment, Cherat, Nowgong and several other stations, hospital orderlies who were nursing enteric fever patients were attacked with the disease, the total number of cases among these orderlies amounting to 13. The Sanitary Officer of the Northern Command, Major Scott, R.A.M.C., investigated an outbreak which occurred in Lahore Cantonment during December 1905 and January 1906 and came to the conclusion that excluding the first patients, who, in all probability, had become infected from some source outside the cantonment, water, milk and flies could be excluded as factors in the spread of the disease and that personal contact was the most important means. Two of the patients were on duty as nurses in the enteric fever ward. Major Scott also investigated an outbreak at Dera Ismail Khan, where it seemed probable that infection had been conveyed indirectly by a sweeper who worked in the regimental hospital and in the bungalows occupied by the persons who were attacked. The danger that convalescents may spread the disease by direct and indirect contact is well recognised, and measures to guard against it are taken in all stations. At Rawalpindi such patients were not allowed to enter the barracks at all after their illness but were sent straight from the hospital to a convalescent depot in the hills and the medical officer considered that the absence of the usual autumnal rise in the prevalence of enteric fever was due to this measure. A similar plan was adopted at Belgaum. Patients in an early stage of the disease are more difficult to deal with and there are many instances in the reports which show the difficulty of discovering cases at a sufficiently early stage to prevent them

from spreading infection. In Lahore Cantonment the usual daily medical inspection of "contacts" revealed the presence of enteric fever in three men who declared that they were quite well. At Mhow 6 cases were definitely traced to infection from a patient who began to feel ill on the 9th of February but did not report sick until the 16th; another patient at this station began to feel ill on the 14th January but did not report sick until the 22nd. The reports from Neemuch, Rawalpindi and other stations also contain evidence that men abstain from reporting themselves to be ill as long as possible. Some of the cases at Peshawar were so mild that they would not have been diagnosed as enteric fever if a positive result had not been obtained with the agglutination test. An interesting instance of infection by direct contact with a bacillus-carrier is reported from Kasauli where enquiries as to the mode of origin of cases of enteric fever in a child and in a woman led to the examination of the child's mother, when it was found that although she felt quite well she was excreting typhoid bacilli in great abundance in her fæces. It appeared that she had come into contact with patients suffering from enteric fever at Agra, but that her infection with typhoid bacilli had caused no symptoms except slight looseness of the bowels which she noticed on arrival at Kasauli. The woman who had been admitted into hospital for enteric fever at Kasauli was a friend of hers and both she and the child had doubtless been infected by direct or indirect contact with her. Other examples of cases contracted by contact are to be found as usual in a number of instances in which infection was thought to have been contracted in latrines and by contaminated cooking utensils and food. The danger of "latrine infection" is said to have been greatly lessened in many stations by the use in the latrine pans of a solution of carbolic acid or perchloride of mercury instead of dry earth, and to this measure also is attributed a great diminution in the number of flies present in the latrines. Flies were regarded as the chief agents by which enteric fever was spread in Barrackpore, Indore, Kamptee, Nasirabad, Jhansi, Poona and a few other stations. Lieutenant-Colonel Meek, R.A.M.C., the Sanitary Officer of the Western Command, investigated the outbreak of enteric fever at Jhansi and found no reason to attribute its origin to infected water or milk, and the outbreak had not the characters of a water-borne epidemic. It cannot be said that his report contains any evidence which can be regarded as conclusive, but it seemed to him most probable that flies, which were exceedingly prevalent during July and August, were chiefly responsible for spreading the disease. Both flies and dust were considered to be important factors in the spread of enteric fever at Delhi, Mhow and Jubbulpore; and at Quetta, Muttra and Lucknow infected dust alone was held responsible. Major Morgan, R.A.M.C., the Sanitary Officer of the Eastern Command, investigated the mode of spread of enteric fever at Lucknow. He considered that water, aerated waters, milk, food, personal contact and infected clothing could be excluded, and that infected dust had been the main factor in the spread of the disease. He reported that the soil was dry and sandy, that the floors of many of the latrines and urinals were not paved and were much polluted, and that dust-storms were frequent. At Chaubuttia and Jhansi one or two cases were attributed to eating salad bought from natives and at Khandalla one case was thought to have been contracted in Bombay by eating oysters. Finally there is, as usual, a list of stations in which it was thought that some of the patients had become infected in native bazaars and a longer list of stations where all or nearly all the cases had been contracted on the line of march, or in camp, or on a railway journey, or in a station other than that in which the patients became ill. The fact that 20 of the 28 patients who suffered from enteric fever in stations in the Murree hills were admitted into hospital within 26 days of their arrival illustrates the danger of infection during the annual move by route march from the plains to the hills.

Enteric fever in 1906.—The statement below shows at a glance the number of admissions to hospital, the number of deaths and the admission and death rates per 1,000 of average strength recorded from enteric fever among European troops in India during each of the last five years.

Years.	Admissions.	Deaths.
1902	1,013 *16·7*	260 *4·29*
1903	1,384 *19·6*	295 *4·19*
1904	1,395 *19·6*	267 *3·76*
1905	1,146 *16·1*	213 *2·99*
1906	1,095 *15·6*	224 *3·19*

On the whole the record, especially if it be compared with that of the preceding five years (from 1897 to 1901), is distinctly encouraging and there is reason to believe that the prophylactic measures now in force are meeting with a measure of success. The average duration of a case in 1906 was about 75 days, in 1905 about 70 days, in 1904 about 68 days and in 1903 about 54 days, and this progressive increase in the duration of stay of patients in hospital is doubtless due to a more thorough appreciation of the necessity of keeping convalescents segregated from their comrades in barracks as long as possible. This practice causes, of course, an increase in the constantly sick rate and in the figure showing the total loss of service due to enteric fever [the average number of men constantly sick on account of enteric fever in 1906 was 224·11 and the total loss of service due to the disease was 81,800 days as compared respectively with the figures 220·50 and 80,482 in 1905], but in the end it cannot fail to reduce materially the number of new infections. The case-mortality was slightly higher than in the previous year, namely, 16·7, as compared with 15·5. It is evident from the reports of medical officers that the fatality of the disease would be much lessened if men could be induced to report sick at an earlier stage of the attack, and in this matter as well as in the discovery of mild ambulant cases and of convalescents who are still excreting the bacilli a great deal still remains to be done.

Enteric fever in Commands, Divisions and Geographical groups.—The disease was more prevalent and fatal in the Eastern and Western Commands than in the Northern. As regards Divisions its incidence was greatest among troops in the 5th (Mhow), the 9th (Secunderabad), the 7th (Meerut) and the 8th (Lucknow) Divisions and least among troops in the 10th (Burma) Division. As regards geographical groups the admission rates in the Central India (VIII), Gangetic Plain (V) and Deccan (IX) groups were highest during 1906, the prevalence in the first two of these groups being considerably greater than in the previous year. In the group of Hill Stations (XII-*a*) the admission rate fell to 7·3 per 1,000 as compared with 10·9 per 1,000 in 1905 and 14·7 in 1904. No case occurred in the Burma Coast group (I) during 1906.

Enteric fever in stations.—Admission rates of over 20 per mille were recorded in 31 stations during 1906 as compared with 25 during 1905. The following is a list of stations at which the highest rates were recorded:—

In group VI.		In group V.		In group VIII.		In group IX.	
Amritsar	59·7	Sitapur	51·7	Deesa	62·5	Jubbulpore	31·9
Fort Lahore	56·1	Lucknow	36·0	Mhow	42·5	Poona	29·2
Ferozepore	29·5	Fatehgarh	26·0	Nowgong	41·4	Secunderabad	28·4
Lahore Cantonment	28·0			Jhansi	41·2		
Meerut	24·5			Agra	34·8		
				Neemuch	29·4		
				Muttra	27·8		

The stations where the largest number of cases occurred were Secunderabad (92), Lucknow (90), Mhow (77), Poona (54), Meerut (50), Bangalore (47), Jhansi (44), Rawalpindi (41), Agra (38) and Peshawar (34). The points of interest in connection with the prevalence of the disease at these and other stations have been dealt with in a previous paragraph.

Relation of enteric fever to age and length of residence in India.—In 1906 the greatest liability to suffer and die from enteric fever fell upon the age period 20-25 and upon the first two years of Indian service. This is indicated in the statistics by the fact that nearly 69 per cent. of the total admissions at all ages were among men up to 25 years of age and that nearly 57 per cent. of the total admissions were among men during their first two years of Indian service. The admission rate among men over 35 years of age was 4·7 per mille as compared with 4·2 in 1905 and 4·0 in 1904; and among men with five years' service and upwards it was 7·0 per mille as compared with 6·9 per mille in 1905.

Plague and some other general diseases.—Among European troops in India there were recorded in 1906, 17 cases of plague and two deaths; in 1905, 13 cases and four deaths; and in 1904, two cases and no death. Of the 17 cases seven occurred at Fort William, four at Cawnpore, three at Poona, two at Mhow and one at Bombay. Six of the patients at Fort William had come from Mauritius and had inguinal buboes before

their arrival in Calcutta—there was some doubt about the diagnosis and the bacteriological examination and the results of inoculation experiments were negative. At Cawnpore plague was prevalent in the city and cantonment, but the exact source from which the patients became infected was not discovered. The type of the disease was bubonic and the plague bacillus was found in each case. All the patients recovered. The three patients at Poona contracted the disease in the native bazaar, where plague was very prevalent. The bacillus was isolated in each case. In one of the cases at Mhow the type was pneumonic and this patient died. The bacillus was isolated in all cases. The source of infection was not discovered in the case at Bombay and there was some doubt about the diagnosis as the bacillus could not be isolated from the blood stream or from the glands. There were altogether 60 admissions on account of measles, the majority occurring in the Eastern and Western Commands. Erysipelas accounted for 15 cases with no fatality. Of the 50 admissions (with three deaths) on account of beri-beri no fewer than 32 (with two deaths) were recorded at Aden; there were four admissions at Chakrata and three (with one death) at Rangoon. Twenty-six of the cases at Aden occurred in one regiment which had arrived from Burma in December 1905. The patients at Chakrata came from Cawnpore, where a small epidemic had occurred in the previous year. There were 282 cases of dengue with no fatality as compared with 415 cases with one death in 1905 and 439 with one death in 1904. The disease was practically confined to Fort St. George (Madras) where there were 182 cases, Rangoon where there were 63 and Karachi where there were 33. *Bilharzia hæmatobia* accounted for only nine admissions to hospital as compared with 22 in 1905, 63 in 1904 and 318 in 1903; and the number of men invalided for this cause fell from 23 in 1905 to 10 in 1906.

Tubercle of the lungs.—The admission rate on account of tubercle of the lungs among European troops fell from 2·1 per mille in 1905 to 1·6 per mille in 1906 and the death rate from ·28 to ·17. The admission rate in the Western Command (1·9 per mille) fell to about half that of the previous year; the rate in the Northern Command fell from 1·7 to 1·5, and the rate in the Eastern Command remained unchanged. The total number of cases treated for this disease during the year was 138 and the total number of deaths 12, the stations from which the largest number of admissions were reported being Rawalpindi (8), Poona (5) and Lucknow (5). The number of men invalided fell from 116 in 1905 to 92. The death rates from tubercle of the lungs among European troops, Native troops, and native prisoners during the year were in the proportions of 1, 3, and 21 as compared with 1, 2, and 13 in 1905.

Pneumonia and other respiratory diseases.—In 1906 the admission and death rates from pneumonia were 3·4 and ·28 per mille, respectively, as compared with 4·1, and ·63 in 1905, the total numbers of admissions and deaths in each year being respectively 241 and 20 in 1906, and 296 and 45 in 1905. The disease was most prevalent during the year among troops in the Northern Command and least so among those in the Western Command and as regards geographical groups it was most prevalent among troops in groups IV (Bengal-Orissa), XII *b* (Hill Depots), VIII (Central India) and VI (Upper Sub-Himalaya). Compared with the previous year there was an increase in prevalence in five of the geographical groups and a decrease in seven. Excluding stations where the strength was low the highest admission rates for the year were recorded at Campbellpore (27·8 per mille), Agra (10·1), Multan (9·5), Nowshera (7·8), Darjeeling (7·8) and Rawalpindi (7·8). For India as a whole the months of greatest prevalence are, as a general rule, December, January and February, and those of least prevalence June, July, August and September; during the year under report most cases occurred in January and fewest in August.

There was a decrease in the admission rate on account of "other respiratory diseases," the rate being 20·3 per mille as compared with 23·0, but the death rate was ·09 per mille as compared with ·06. The admission rate was lower than in 1905 in all three Commands, the greatest decrease being in the Western Command, where the rate fell from 26·4 to 20·6. The highest rate (21·8) was in the Eastern Command. The geographical group in which these diseases were most frequent during the year was XII*b* (Hill Depots), group VI (Upper Sub-Himalaya) coming next; and the stations (excluding those with an average strength below 150) where admission rates above 40 per mille were recorded were Dum Dum, Wellington, Chakrata, Nowgong and Meerut. Of the six deaths from diseases under this heading one was due to broncho-pneumonia, one to gangrene of lung, and two each to pleurisy and empyema.

Dysentery and diarrhœa.—Among European troops as well as among Native troops dysentery was more prevalent and caused a higher mortality than in 1905. The admission

rate among European troops rose from 13·4 per mille in 1905 to 15·2 per mille in 1906 and the death rate from ·46 to ·53. As in 1905 the disease was most prevalent and fatal during 1906 among troops in the Western Command, and as regards Divisions it was most prevalent among troops in the 9th (Secunderabad), the 5th (Mhow) and the 6th (Poona) Divisions. The death rates were highest among troops in the Mhow and Burma Divisions. As regards geographical groups the disease was most prevalent in the Deccan group (IX) and most fatal in the Burma Coast group (I). Excluding stations with a strength below 150 the highest admission rates were recorded at Aden (56·4 per mille), Barrackpore (53·5), Jubbulpore (48·5), Secunderabad (44·2) and Jhansi (42·1). For the European army as a whole the months of greatest prevalence were July, August and September, and those of least prevalence January and February.

Among the whole European army of India there were 960 admissions on account of diarrhœa, with no fatality, as compared with 1,070 admissions and 37 deaths on account of dysentery. The disease, like dysentery, was most prevalent among troops in the Western Command. As regards geographical groups the highest admission rates were recorded in groups XII*a* (Hill Stations) and VIII (Central India). In the first of these are included the two stations with the highest ratios, namely, Ranikhet (58·1 per mille) and Jutogh (39·0).

Hepatic abscess.—In all 183 admissions to hospital on account of abscess of the liver and 107 deaths were recorded during 1906 as compared with 153 admissions and 84 deaths during the previous year, the admission and death rates per mille being in 1906, 2·6 and 1·52, and in 1905, 2·1 and 1·18. The admission and death rates were highest among troops in the Western Command and as regards Divisions the admission rate was highest among troops in the 5th (Mhow) Division and the death rate among troops in the 6th (Poona) Division. One or more cases occurred in 60 stations and, excluding Calicut where the average strength was low, the highest admission rate was recorded as usual at Barrackpore, where there were five cases with three deaths. At Secunderbad, however, there were 17 cases and eight deaths, at Mhow 10 cases and four deaths, at Poona eight cases and nine deaths and at Sialkot eight cases and four deaths. The majority of the cases at Secunderabad were associated with dysentery, but in one case the disease followed an attack of enteric fever. In one of the fatal cases the abscess had opened into the lung, and in another into the stomach. There was a history of dysentery in four of the cases at Mhow, in eight at Poona and in one at Sialkot, but in the majority of the fatal cases even when no history of dysentery had been obtained chronic ulceration of the large intestine was found after death. Multiple abscesses were found *post-mortem* in nearly all the fatal cases.

Alcoholism.—There were 170 admissions to hospital and six deaths from alcoholism during 1906 as compared with 197 admissions and 11 deaths during the previous year, the corresponding average numbers recorded annually during the decennium ending 1905 being 242 and 8, respectively.

Venereal diseases.—The recorded admission rate for all venereal diseases in 1906 was 117·3 per mille of strength, the death rate was ·16 per mille and the constantly sick rate was 12·3 per mille. These figures are represented in actual numbers by 8,242 the total admissions, 11 the total deaths, and 864·79 the total number constantly sick throughout the year. The corresponding figures in 1905 were, as regards rates 153·7 per mille, ·18 per mille and 15·3 per mille and as regards actual numbers 10,966 the admissions, 13 the deaths, and 1,089·27 the number constantly sick. That the noteworthy reduction in the rates during recent years is due to a real reduction in the amount of venereal disease among European troops there can be little doubt, for in 1906 the procedure with regard to the statistical record of the diseases under this heading was the same as in 1905, and the reduction is evident in the statistics of invaliding and death which are not affected by changes in the method of record. The decrease is doubtless due to a number of causes among which the strenuous efforts put forth of late years by all classes of military and medical officers as well as by cantonment magistrates and by the authorities of the Royal Army Temperance Association to lessen the great annual wastage from this cause are not the least important. Some indication of the good results of these efforts may be obtained from the figures of the "syphilis register" upon which is entered the name of each man who comes under treatment for this disease for the first time. This register was started in 1904 and in that year the names of 2,947 men were entered upon it. In 1905 the names of only 1,470 men had to be entered on it and in 1906 the names of only 936, so that we may assume that the number of men who contract syphilis each year is steadily decreasing. Another potent factor in bringing about a

reduction in the amount of venereal disease is the great improvement which has taken place in the methods and duration of treatment. It is well known that the high admission rates from venereal disease in former years were due largely to the great number of readmissions to hospital which occurred on account of relapses. At present every man whose name is on the syphilis register has to attend hospital once a week for observation and treatment during a period of about two years ; and this measure must lessen not only the number of relapses but also the chance that a serious complication will ensue, and for this reason must tend to reduce the number of invalidings and deaths. During 1906 only 583 men had to be readmitted to hospital while undergoing observation and treatment as compared with 902 in 1905. There has been a great improvement also in the method of carrying out the treatment of gonorrhœa and to this is probably due in great part the reduction in the admission and invaliding rates from this disease.

The average period of detention in hospital of a patient suffering from any form of venereal disease during 1906 was 38·30 days and the total loss of service involved amounted to 315,648 days, the non-efficiency thus reckoned being about four times as much as that incurred on account of enteric fever.

There were 11 deaths (·16 per mille of strength) attributed to venereal diseases during 1906 as compared with 13 (·18 per mille) in 1905 and 15 (·21 per mille) in 1904; and the number of men invalided for this cause was 131 (1·86 per mille) as compared with 83 (1·16 per mille) in 1905 and 199 (2·80 per mille) in 1904.

There was a decrease in the admission rates from venereal diseases in all three Commands, but in 1906 as in the previous year the rate in the Eastern Command was highest (126·9 per mille) and that in the Western next (120·6), the admission rate in the Northern Command being only 75·7 per mille as compared with a rate of 132·4 per mille among troops outside this command. Among Native troops also venereal diseases are less prevalent in the Northern Command than elsewhere. As regards Divisions venereal diseases were most prevalent in the 10th (Burma) Division with a rate of 191·1 per mille and the 9th (Secunderabad) with a rate of 153·9 per mille, and least prevalent in the Peshawar Division (64·5 per mille) and the Quetta Division (75·9). Excluding stations at which the average strength was less than 100 the highest admission rates on account of venereal diseases among European troops in the Northern Command were recorded at Kasauli (148·6 per mille), Attock (146·6) and Lahore Cantonment (137·2) ; in the Western Command at Deolali (252·7), Saugor (252·5) and Bombay (217·5) ; in the Eastern Command at Fort William (324·8), Fort Allahabad (228·9), and Barrackpore (214·0) ; in the Secunderabad Division at Mallapuram (284·6), Madras (235·6) and Bellary (205·9) ; and in the Burma Division at Rangoon (228·2), Shwebo (222·7) and Maymyo (204·6).

The admission rate on account of gonorrhœa was 61·0 per mille of strength in 1906 and that on account of soft chancre 28·5 per mille as compared with rates of 74·8 and 43·3 per mille respectively in 1905. Eleven men as compared with eight in the previous year were invalided for gonorrhœa during 1906.

Heat-stroke.—The total number of deaths recorded as a result of heat-stroke during 1906 was 39 as compared with 55 in 1905 and 35 in 1904. The stations at which the largest numbers of deaths from this cause occurred during 1906 were Nowshera (8), Aden (4), Lahore Cantonment (3) and Multan (3).

Suicide.—The average annual number of suicides reported in the decade 1891-1900 was 19 and in 1906 the number was 21, of which six were by gunshot, eight by cut-throat, two by drowning, two by hanging, one by oxalic acid poisoning, one by strychnine poisoning and one by multiple injuries.

Invaliding.—From the whole European army of India 1,993 men were invalided in 1906 (28·36 per mille of strength) as compared with 1,508 (21·24 per mille) in the previous year. The rates per mille of strength ranged from 41·99 in the Western Command to 19·47 in the Burma Division. The chief causes of loss by invaliding have been mentioned on page 29 and a striking feature of the statistics is the large increase in the number of men invalided for enteric fever and for debility. Of the 115 men (against 52 in 1905) invalided for enteric fever 110 were under 30 years of age and 90 had been less than four years in India, and of the 255 (against 152 in 1905) invalided for debility 178 were under 30 years of age and 116 had been less than four years in India. Of the total number of men invalided from all causes 48 per cent. were under 25 years of age and 83 per cent. under 30 years of age ; and as regards length of residence in India 27 per cent. of all invalids had less than two years' service in this country and 66 per cent. less than five years.

Officers.—The average strength of commissioned officers with European troops in India during 1906 was 2,225 and among these there were 1,620 cases of sickness, 138 were invalided and 39 died during the year. The admission rate, the constantly sick rate, the invaliding rate and the death rate were each considerably higher than in the previous year, the death rate rising from 9·04 to 17·53 per mille. The admission rates on account of influenza, ague, cholera, small-pox, enteric fever, simple continued fever, and hepatic affections were all higher than in 1905, but those of pneumonia, dysentery, diarrhœa and venereal diseases were lower. There were 14 deaths from enteric fever, the chief cause of mortality, giving a ratio of 6·29 per mille against 2·58 per mille in 1905. There were 39 cases of dysentery with one death, six cases (all fatal) of cholera, and two cases (both fatal) of hepatic abscess. Two officers suffered from plague but both recovered. As compared with the incidence on troops the following diseases were more prevalent in proportion to strength: influenza, cholera, small-pox, enteric fever, simple continued fever, other respiratory diseases, dysentery, diarrhœa, congestion of the liver, while the officers suffered less than the men from malarial fevers, tubercle of the lungs, pneumonia, hepatic abscess, venereal diseases. Enteric fever, ague, debility, and dysentery were the chief causes of invaliding.

Women.—The health of the women was not so good during 1906 as during the previous year. The average strength was 3,431, which is an increase of 56 on that of 1905, and there were in all 2,600 admissions to hospital and 42 deaths giving admission and death rates of 757·8 and 12·24 per mille respectively as compared with rates of 646·8 and 10·96 in 1905. The constantly sick rate was 32·9 per mille as compared with 27·9. The chief causes of admission to hospital were, as usual, debility, diseases peculiar to women, and ague, which together accounted for 65·00 per cent. of the total number of admissions from all causes. Of the 42 deaths five were due to enteric fever, five to child-birth and abortion, four to hepatic abscess and three each to small-pox and pneumonia. The highest admission rate was recorded in the Secunderabad Division and the highest death rate in the Eastern Command.

Children.—There was a higher rate of sickness and a higher mortality among the children during 1906 than in either of the two previous years. The average strength was 5,322, the admission rate 469·0 per mille, the constantly sick rate 18·0 and the death rate 44·72. The chief causes of sickness were ague, diarrhœa, respiratory diseases, measles, and eye diseases which together accounted for 42 per cent. of the total number of admissions from all causes. There was an increase in the prevalence of measles, ague, dysentery, diarrhœa and diseases of the eye as compared with 1905. Out of the total of 238 deaths 42 were attributed to diarrhœa, 34 to debility and immaturity at birth, 20 to convulsions, 17 to teething, 16 to respiratory diseases, and 11 to dysentery. There were 30 admissions to hospital with three deaths from enterie fever and 240 admissions with 42 deaths from diarrhœa. Among the exanthemata to which children are liable there came under treatment during the year 144 cases of measles, 49 cases of chicken-pox, 10 of rubella, 7 of scarlet fever and 5 of small-pox; there were also 22 cases of whooping cough, 19 of mumps, 5 of diphtheria and 4 of dengue. Sickness was greatest among children in the Secunderabad Division and mortality among those in the Western Command.

Immaturity at birth was the cause of death in 29 per cent. of the total number of deaths among children under six months of age.

Native Troops.

(For Statistical Tables, *see* pages 122 to 125.)

Sickness and mortality in 1906.—The average strength of the Native troops, includ-

Native troops.	All causes, Ratios per mille.		
	1900-04.	1905.	1906.
Admissions	719·0	607·1	683·5
Constantly sick	27·2	23·2	23·0
Deaths	10·87	8·09	6·57
Invalids	11·92	9·02	7·05

ing those on duty in China, was 127,853 as compared with 123,434 in 1905, and their health, as judged by the statistics of sickness and mortality, was good, the constantly sick rate and the death rate being the lowest on record. The statement above enables a comparison to be made at a glance between the rates of sickness, mortality, and invaliding for the year under review, for the previous year and for the quinquennial period from 1900-1904, and it will be seen that a striking feature of the statistics is the reduction in the rates of mortality and invaliding. As compared with 1905 the reduction in mortality and in invaliding is represented in actual numbers by the fact that there were 158 fewer deaths and 211 fewer invalidings during 1906 than during 1905. The increase in the rate of admission to hospital was due almost entirely to the greater prevalence of ague, the admission rate from which was 261·8 per mille as compared with 171·2 per mille in 1905; simple continued fever, dysentery, cholera and scurvy were the only other diseases, the admission rates from which were higher than in the previous year. There was a considerable reduction in the mortality from pneumonia and other respiratory diseases and from "remittent fever", but a considerable increase in the mortality from cholera.

The chief causes of sickness during 1906 were intermittent fever, dysentery, simple continued fever, "other respiratory diseases," venereal diseases and anæmia and debility, in order of their relative prevalence, intermittent fever accounting for 38 per cent. and dysentery for nearly five and a half per cent. of the total number of admissions from all causes. In connection with the remarks upon simple continued fever which were made in the section relating to European troops it is important to note that among Native troops the admission rate from this cause was nearly double that of the previous year and nearly four times as high as in 1904, and this disease now occupies the third place among the chief causes of sickness. The principal causes of death were pneumonia, tubercle of the lungs and cholera, these diseases accounting respectively for 23·7 per cent., 8·0 per cent., and 7·4 per cent., of the total number of deaths from all causes. The number of men invalided for discharge from the service during 1906 was 902 as compared with 1,113 in 1905, the chief causes of this source of loss being tubercle of the lungs, debility, rheumatism, venereal diseases, and intermittent fever.

If Table XI be compared with Table II it will be seen that the Native troops suffered less than the European troops from influenza, cholera, small-pox, enteric fever, intermittent fever, simple continued fever, diarrhœa, hepatic affections and venereal diseases, but that they suffered more from each of the other chief causes of sickness and also from scurvy.

Commands and Divisions.—As regards the relative healthiness of Native troops in the three Commands it may be noted that those located in the Eastern Command were the most healthy during 1906. The rate of admission to hospital and the constantly sick rate were highest in the Northern Command, due chiefly to the greater prevalence of malarial fevers; but the death rate was highest in the Western Command, where cholera was prevalent. As regards the ten Divisions the 2nd (Rawal Pindi) Division ranked as the least healthy during the year, the 5th (Mhow) Division coming next in the list and the 6th (Poona) Division third.

Geographical groups.—For the year 1906 groups IV (Bengal-Orissa), X (Western Coast) and VII (North-West Frontier) must be considered to have been most unhealthy for Native troops, and as regards groups IV and VII this is in accordance with general experience. Intermittent fever and influenza were most prevalent in group VII (North

West Frontier), enteric fever in group IX (Deccan), pneumonia in group XII (Hill Stations), dysentery and tubercle of the lungs in group X (Western Coast). The highest death rates were recorded during 1906 in groups X (Western Coast), where the mortality was due chiefly to pneumonia, circulatory diseases and dysentery, and IV (Bengal-Orissa) where it was due chiefly to cholera and pneumonia.

In Table XIII will be found the statistics for each of the years from 1902 to 1906 of some of the chief diseases among Native troops located (1) in the plains, (2) in hill stations which are between 3,000 and 5,000 feet in height, and (3) in hill stations which are between 5,000 and 8,000 feet in height. The statement shows that in 1906, as in previous years, the hill stations below 5,000 feet in height were least favourable to the health of the troops. The great majority of these stations are situated on the north-western and western frontiers of the Empire.

Stations.—In 1906 there were 40 stations in which the average strength of Native troops was over 1,000, but in only three of these, namely, Dera Ismail Khan, Abbottabad, and Mhow were the admission and death rates very high. In Dera Ismail Khan the admission rate was 1,795·4 per mille, and the death rate 5·80 per mille, the chief causes of the large amount of sickness being malaria, dysentery and "other respiratory diseases." In Abbottabad the admission rate was 1,218·7 and the death rate 7·67 per mille, respectively; of the 4,291 admissions to hospital recorded at this station 2,519 were due to intermittent and simple continued fevers and of the 27 deaths 12 were due to tubercle of the lungs and 7 to pneumonia. The admission and death rates at Mhow were 810·2 and 16·67 per mille, respectively, the high death rate being due chiefly to the mortality from plague. Among the regiments with a record of much sickness and mortality during the year were the 6th Jat Light Infantry at Jhansi, the 69th Punjabis at Dera Ismail Khan, the 125th Rifles at Bangalore and the 2-5th Gurkha Rifles at Abbottabad. In all these regiments ague, simple continued fever, and dysentery were the chief causes of sickness.

Influenza.—Influenza was less prevalent during 1906 among Native troops than among European troops or native prisoners, but the rate of admission to hospital rose from 1·5 per mille in 1905 to 5·2 per mille in 1906. The largest numbers of cases recorded among Native troops in the different stations were 134 at Peshawar, 103 at Karachi, 60 at Cawnpore and 49 at Dehra Dun. The disease was most prevalent at Peshawar during June, July and August, at Karachi during November and December, at Cawnpore during August and September, and at Dehra Dun during January, February and March.

Cholera.—There was a considerable increase in the prevalence of cholera among Native troops, 94 cases and 62 deaths being reported during 1906 as compared with 11 cases and 7 deaths in 1905 and 27 cases and 22 deaths in 1904. The disease was widely prevalent among the general population of the country and the success which attended the measures to prevent the disease from spreading among the troops is indicated by the fact that although a case or cases occurred in 32 regiments, only one case occurred in 13 regiments, only 2 in six regiments, only 3 in three regiments, and only 4 in five regiments, so that there are left only five regiments in which 5 or more cases occurred. These were the 61st Pioneers at Secunderabad (15 cases), the 122nd Rajputs at Indore (8 cases), the 96th Berar Infantry at Secunderabad (7 cases), the 26th Light Cavalry at Poona (5 cases), and the 78th Rifles at Ahmednagar (5 cases). The outbreak in the 61st Pioneers lasted from the 16th to the 27th of July. The majority of the cases occurred among the married sepoys and 15 women and 14 children were also attacked. It was thought that the outbreak was due to the contamination of one of the wells and it ceased after the closure of this well. The outbreak in the 122nd Infantry at Indore was attributed to the patients having drunk contaminated water on the march from Mhow at a village where several cases of cholera had occurred. The cases in the 78th Moplah Rifles at Ahmednagar were attributed to contaminated milk obtained from a native dairy adjacent to the lines. All the cases in the 26th Cavalry at Poona were imported.

Small-pox.—There were 79 admissions to hospital and 4 deaths from small-pox during the year as compared with 77 admissions and 1 death in 1905. The rates per mille of strength in 1906 were ·6 and ·03, respectively, the former being higher, but the latter equal to the corresponding rates for the decennial period 1891-1900. The troops in the Western Command were chiefly affected, 48 of the cases being recorded in this Command. A case or cases occurred in no fewer than 45 regiments, but there was only 1 case in 27 and there were only 2 in nine and only 3 in six, the highest numbers which occurred in any regiment being 7 (in the 87th Punjabis), the next 5 (in the 12th Pioneers),

and the next 4 (in the 94th Infantry). Some remarks upon the relative prevalence of the disease among European and Native troops have already been made in the section on European troops.

Ague, remittent fever, simple continued fever.—Intermittent fever accounted for over 38 per cent. of the total number of admissions from all causes in 1906 and the admission rate, which had been steadily falling since 1902, rose from 171 per mille in 1905 to 262 per mille. The admission rates recorded in all but two of the twelve geographical groups were higher than in 1905, the two exceptions being Burma Coast (I) and Bengal-Orissa (IV); and as regards the Commands the admission rates in all were considerably higher than in the previous year, the increase being greatest in the rate recorded in the Northern Command. The months of greatest prevalence of the disease were, as usual, October and November and fewest admissions were recorded during February and March. Among the stations at which the average strength was over 150, those from which the highest admission rates were returned were Dera Ismail Khan (1,196 per mille), Deesa (918 per mille), Delhi (830 per mille), Dthala (796 per mille), Jacobabad (753 per mille), Jhansi (711 per mille) and Baroda (638 per mille). In eight other stations the admission rate was over 500 per mille of strength. The admission rate recorded among the Native troops in Mauritius was 715 per mille and among those in Port Blair (Andaman Islands) it was 544 per mille. Dera Ismail Khan was garrisoned during the year by the 29th Mountain Battery, the 16th Cavalry, the 20th Infantry and the 26th and 69th Punjabis, the average annual strength of the Native troops being 2,415. The admission rate among the men of the 29th Mountain Battery was 2,048 per mille, among those of the 16th Cavalry it was 1,606 per mille, among those of the 69th Punjabis it was 1,001 per mille and among those of the 26th Punjabis it was 915 per mille. These very high rates were due in part to the fact that many patients had to be re-admitted to hospital four or five times on account of relapses and from the reports of the medical officers it would seem that the treatment of patients with quinine was not in all cases sufficiently thorough or sufficiently prolonged. Mosquito brigades were organized for each regiment and during the malarial season (which lasted from October to December) the houses occupied by the troops were twice fumigated with sulphur with the object of destroying mosquitoes. Quinine was issued as a prophylactic in all regiments, but the means taken to ensure that the measure was efficiently carried out are not stated in the reports. The 108th Pioneers and a detachment of the 119th Infantry were at Deesa throughout the year, the admission rate from ague in the former regiment being 923 per mille and in the latter 1,020 per mille. The disease was most prevalent during October, November and December. The medical officer of the 108th Pioneers attributed the epidemic to the steady and heavy rainfall of the year and to the fact that the lines are built on the banks of a broad river which overflows, leaving many stagnant pools in which mosquitoes breed. Quinine was administered as a prophylactic twice a week during September and three times a week from the beginning of October to the end of the year, but the dose was only 5 grains. The 35th Sikhs and the 18th Lancers were at Delhi during the greater part of the year, the admission rate from ague in the former regiment being 1,174 per mille and in the latter 300 per mille. Quinine was used as a prophylactic (a dose of 10 grains being given twice a week) during August, September and October, and anti-mosquito operations were carried out, but the medical officer of the 35th Sikhs reports that on account of the proximity of the river and the numerous "tanks" and other breeding places in and around the lines such operations would have to be on an immense scale to produce an appreciable effect. Dthala is in the Aden Hinterland and the 81st Pioneers were stationed there throughout the year. The admission rate from ague in this regiment was 1,089 per mille. August, September and October were the malarious months, but there were also a large number of admissions (due to relapses) in November. Anopheles mosquitoes were found in great numbers. The two regiments stationed in Mauritius suffered less from malaria than in 1905, the admission rate from this cause in the 11th Rajputs falling from 2,205 per mille to 742 per mille and in the 75th Carnatic Infantry from 1,113 to 636. All the men were provided with mosquito nets and quinine was issued prophylactically. One sepoy in the 11th Rajputs suffered from blackwater fever. Quartan parasites were found in his blood at the beginning of the attack. At first he was treated with quinine, but as it appeared to be doing harm it was discontinued on the 12th day of the disease. The patient ultimately recovered. For further remarks on malaria in various stations the reader is referred to pages 31 to 35.

The number of admissions to hospital recorded as due to remittent fever in 1906 was 633 and the number of deaths was 43, the rates per mille of strength being 5 and

·34, respectively, as compared with 8·4 and ·56 in 1905. This recorded decrease during a year when malarial fevers were much more prevalent and severe than usual is in accordance with the inconsistency which always characterizes the statistics of remittent fever; it may be due to the fact that many medical officers now return under this heading only those cases in which there is some doubt as to the correct diagnosis. The disease from which one or more patients were suffering was returned as remittent fever in 86 stations during the year, but in 29 of these only 1 case was recorded and in 70 the total number did not exceed 10. The stations at which most cases were recorded were Nowshera (77), Maymyo (45), Kirkee (28) and Jhelum (25), and as in these stations the seasonal incidence agreed with that of intermittent fever it is probable that the medical officers returned as remittent fever all cases of malarial fever in which the temperature chart did not show regular intermissions. This is the reason given by the medical officer of the 45th Sikhs for the large number of cases at Nowshera and the practice is in accordance with the system adopted in the 3rd edition (1896) of the Nomenclature of Diseases. Further remarks upon remittent fever will be found in the sections on European troops and Prisoners.

The following statement shows that among Native as well as among European

SIMPLE CONTINUED FEVER, NATIVE TROOPS.

Years.	Total admissions.	Admission rate per 1,000.
1902	631	5·1
1903	441	3·5
1904	829	6·7
1905	1,768	14·3
1906	3,783	29·6

troops the number of cases recorded as due to simple continued fever has increased greatly during recent years and it may be assumed that the cause of the increase is similar as regards both classes of soldiers. The matter has been discussed in some detail in the preceding Section and further remarks are unnecessary here, save to say that as the practice of returning as malarial fever only those cases in which malaria parasites are found by microscopic examination of the blood is not so generally adopted by medical officers of Native as of European troops, the increase in the recorded prevalence of simple continued fever is not so great among the former as among the latter. In 1906 most cases were recorded among Native troops in the month of September and fewest in January and February, and the regiments from which the largest numbers of cases were returned were the 2-6th Gurkha Rifles (400 cases), the 1-6th Gurkha Rifles (261 cases), the 2-5th Gurkha Rifles (274 cases), all at Abbottabad and the 36th Sikhs (214 cases) at Rawalpindi. Thus 1,149 out of the total number of 3,783 admissions were recorded in two stations only and this fact may afford some reason for the conjecture that when more accurate methods for the diagnosis of malarial fevers among natives of India become generally applied it will be found that the number of cases of disease classified as " pyrexia of uncertain origin " will be greatly increased, while the number of cases recorded as true malarial fever will diminish proportionately.

Kala-azar.—There were 10 cases diagnosed as kala-azar during the year. They occurred in the following regiments and stations:—1 in the 1-6th Gurkha Rifles at Abbottabad, 3 in the 1-2nd Gurkha Rifles, 3 in the 2-2nd Gurkha Rifles, 2 in the 1-9th Gurkha Rifles, and 1 in the 2-9th Gurkha Rifles, all at Dehra Dun. Six of the patients died. An examination of the medical case sheets shows that the signs and symptoms were in all instances typical of the disease and in the majority the diagnosis was further confirmed by the discovery of the Leishman-Donovan parasites in the splenic blood. It is remarkable that cases should have been recorded only in these two stations and only in Gurkha sepoys, but it is probable that when medical officers become more familiar with the signs and symptoms of the disease the number of cases recorded among Native troops will increase considerably.

Enteric fever.—Among the whole Native army of India 127 cases of enteric fever with 34 deaths were recorded during 1906 as compared with 130 cases with 35 deaths during 1905, 70 cases with 16 deaths during 1904 and 80 cases with 27 deaths during 1903. The admission rate was 1·0 per mille in 1906 and the death rate ·27 per mille as compared with rates of 1·1 per mille and ·28 per mille in 1905. Thus the record shows,

as usual, how slight is the prevalence of the disease among Native troops and this is apparent also from the facts that cases occurred in no fewer than 69 regiments and 40 stations and that in 41 regiments only 1 case occurred and in 12 only 2. The regiments in which most cases occurred were the 76th Punjabis at Secunderabad (9 cases), the 96th Berar Infantry at Secunderabad (8), the 87th Punjabis at Jhansi (7), and the 2-6th Gurkha Rifles at Abbottabad (7). Of the total number of cases 25 occurred among Gurkhas which gives a ratio of 1·8 per mille as compared with a ratio of ·9 per mille for the incidence among sepoys of other classes.

In a number of instances the clinical signs and symptoms were typical of the disease and intestinal hæmorrhage and perforation occurred in several, but in many cases the type was mild and the diagnosis was arrived at only on the results of the agglutination test. This test was performed with the blood of 109 cases, a positive result in a dilution of 1 in 40 or 1 in 80 being obtained in 80 cases, or 73 per cent. The blood of one patient gave a positive re-action with the paratyphoid bacillus, but a negative with the typhoid bacillus; and in one case the typhoid bacillus was isolated from the peripheral blood. A *post-mortem* examination was carried out in one case only, and in this case although the clinical symptoms and signs were typical the agglutination re-action both with the typhoid bacillus and with the strain of the paratyphoid bacillus at the Pasteur Institute, Kasauli, was persistently negative. The lower part of the ileum was found to be intensely congested, but no ulcers corresponding to Peyers' patches were present. The reports of medical officers as well as the statistics bring out the fact that nothing in the nature of an epidemic occurred among Native troops during the year and even in the regiments in which from 6 to 9 cases were recorded the admissions to hospital occurred at wide intervals, as for example, in the 87th Punjabis, in which the admissions were recorded in June, July, November and December, the 2-6th Gurkha Rifles (January, June, July, November, December), the 96th Berar Infantry (August to November), and the 15th Sikhs (April, May, September and October). As in the majority of instances only 1 case occurred in a regiment during the year it is not surprising that the source of infection was not definitely traced in any case. The drinking of unboiled milk obtained in bazaars was mentioned as the most probable cause of infection by the medical officers of several regiments and contaminated canal or well water was suspected in other instances, but beyond these remarks little or no information with regard to etiology is to be obtained from the reports.

Malta fever.—A considerable number of admissions to hospital on account of Malta fever were again recorded during 1906, namely, 38 with 1 death. In 1905 the number was 43, in 1904 five, in 1903 eight and in 1902 four. The disease shows no special seasonal incidence and in 1906, February was the only month in which no admission occurred. At Ferozepore there were 22 admissions to hospital, 14 from the 14th Sikhs and 8 from the 15th Sikhs; at Jhansi 4 admissions, all from the 12th Pioneers; at Lahore Cantonment (Mian Mir) 4 admissions, 3 from the 34th Sikhs and 1 from the 38th Dogras; at Jullundur 3 from the 29th Punjabis; at Ambala 1 from the 32nd Sikhs; at Delhi 1 from the 35th Sikhs; at Edwardesabad 1 from the 31st Punjabis; at Meerut 1 from the 31st Lancers; and at Agra 1 from the 17th Infantry. Thus five of the nine stations from which cases were reported are in the Punjab, two are in the United Provinces, one is in Central India and one is on the North-West Frontier, and it is noteworthy also that at least 32 of the patients were Sikhs. A full account of the disease among the men of the 15th Sikhs has been published by Major Wimberley, I.M.S., and the clinical signs and symptoms in a number of the cases in this regiment as well as in the 14th Sikhs were typical; 100 days or more was a common duration of the fever, relapses were frequent, pain and effusion in the joints was present in most cases and the blood agglutinated the *Micrococcus melitensis* in dilutions as high as 1 in 1,280 and in one case as high as 1 in 5,120. No case occurred in the 15th Sikhs after August 1906, and Major Wimberley reports that this may have been due to the fact that all the goats from which milk was obtained were inspected and those which appeared in poor condition got rid of. He was formerly of opinion that the disease is widely prevalent throughout northern India, but he now considers that in any given locality only a few of the goats are infected and if this should prove to be the case it should not be difficult to stamp out the disease. In a number of cases in other regiments the clinical signs of the disease were by no means typical and the diagnosis was arrived at by excluding malarial fever, enteric fever, rheumatic fever and other diseases and especially by the results of the agglutination test. Common diagnoses on first admission to hospital were "ague," "simple continued fever," "remittent fever," "enteric fever" and "rheu-

matism," and it was only by a process of exclusion and by the results of the agglutination test that a correct diagnosis was at length made. Sciatica and neuralgic pains in the muscles and joints appear to be the symptoms most frequently complained of and in any case of this nature associated with fever the serum test should be carried out. In the great majority of cases of Malta fever the agglutination phenomenon occurs in high dilutions of the serum, so that the diagnosis is not in doubt, but in a few the test may fail. Major Wimberley reports such a case in the 15th Sikhs. The patient was admitted to hospital on the 18th December 1905 and on the 1st of January 1906 his blood serum gave a complete re-action with the *Micrococcus melitensis* in a dilution of 1 in 640. The attack lasted seven weeks and the test was carried out repeatedly until the 2nd of March, but after the 21st of January no re-action even in a dilution of 1 in 10 could be obtained. Bassett-Smith also reports that in prolonged cases the agglutination re-action may be obtained only in very low dilutions and a fatal case is recorded in which for some months before death, 1 in 10 was the highest dilution in which a complete reaction was obtained, although on the day before the patient died the *Micrococcus melitensis* was isolated from the blood.

Plague, Cerebro-spinal fever.—Despite the continued prevalence of plague among the civil population of India the disease has hitherto been prevented from appearing in epidemic form among the Native troops. In 1906 there were 147 admissions to hospital and 83 deaths from this cause as compared with 79 admissions and 46 deaths in 1905, 187 admissions and 111 deaths in 1904 and 184 admissions and 115 deaths in 1903. Out of the total of 160 stations occupied by Native troops during 1906, about 104 were situated in districts where plague was prevalent among the general population yet in only 27 of these did cases occur among the troops. The largest number of admissions at any station was 30 at Poona, 10 of the cases occurring in the 33rd Light Cavalry, 7 in the 121st Pioneers, 5 in the 94th Infantry, 4 in the 78th Moplah Rifles and 2 each in His Excellency the Governor's Body Guard and the 114th Mahrattas. Other stations where the disease was prevalent among Native troops were Neemuch in which 22 cases occurred in the 3rd Skinner's Horse; Mhow in which 18 cases were distributed among men in the 102nd Grenadiers, 122nd Infantry and 101st Grenadiers; Kirkee in which 13 cases were distributed among men in the 107th Pioneers, the 3rd Sappers and Miners and the 110th Mahratta Light Infantry; and Kamptee where 11 cases occurred in the 80th Carnatic Infantry. In no other stations were more than 7 cases reported and in 10 stations and 14 regiments only 1 case occurred. The measures generally adopted during the year were similar to those described in this report for 1904. During 1906 only 3 cases of cerebro-spinal fever with two deaths were recorded among the Native army of India. All occurred in the 21st Punjabis at Jhelum. The disease was apparently contracted by the three patients at the same time, but the source of infection was not traced.

Scurvy.—The total number of admissions to hospital on account of scurvy during 1906 was 307, which gives a ratio of 2·4 per mille as compared with a ratio of 1·7 per mille in 1905. About 50 per cent. of the admissions in 1906 were recorded among troops in the Western Command and about 18 per cent. among troops in the Eastern; and as regards geographical groups over 29 per cent. of the admissions occurred among troops in group XII (Hill Stations), over 12 per cent. among troops in group IX (Deccan) and over 10 per cent. among troops in group VIII (Central India). The largest numbers of cases occurred in the 128th Pioneers (42 admissions to hospital and 1 death), the 106th Pioneers (37 admissions), the 2-10th Gurkha Rifles (13 admissions), the 116th Mahrattas (11 admissions and 1 death) and the 120th Infantry (10 admissions). As regards the disease in the 128th Pioneers most of the cases occurred in the detachment at Robat, where great difficulty is experienced in obtaining fresh vegetables. The 106th Pioneers were at Sibi for the first three months of the year and for the remainder at Quetta. The medical officer states that arrangements have been made for the provision of vegetables in the dietary. Stomatitis was prevalent in the regiment, due partly, in the medical officer's opinion, to the fact that the men were careless about the cleanliness of their teeth. In the 2-10th Gurkha Rifles many men besides those admitted to hospital were found to be suffering from soft ulcerated gums and measures were taken to improve the meat and vegetable dietary with good results. The 116th Mahrattas were stationed in Aden, where scurvy is usually prevalent.

Tubercle of the lungs.—Since 1903 there has been a steady fall each year in the admission rate on account of tubercle of the lungs among Native troops and in 1906 this rate was 2·5 per mille (which is the lowest since 1896) as compared with 3·1 per mille in

1905. Among Gurkhas the admission rate fell from 6·1 per mille in 1905 to 5·2 per mille in 1906. There was, however, a slight rise in the death rate, from ·50 to ·52 per mille, and among Gurkhas a considerable rise, from 1·58 to 2·41. The highest admission rate for the year (9·0 per mille) was recorded in the Western Coast group (X), but the average strength in this geographical group is low; the next highest (3·6 per mille) was in the hill stations, group (XII) and the third (3·2) in the Upper Sub-Himalaya group (VI). The position of the second and third of these groups is due to the number of Gurkhas located in them for among regiments of this class the disease was, as usual, much more prevalent than among those of other classes, the admission and death rates for the Native army excluding Gurkhas being 2·3 per mille and ·33 per mille, respectively, and for Gurkhas 5·2 per mille and 2·41 per mille. The average strength of Native troops of other classes than Gurkhas located during 1906 in the Gurkha stations was 2,203 and the admission and death rates from tubercle of the lungs among these men were respectively 3·6 and ·25 per mille. Although the reason may be hard to find there can be no doubt that some classes of natives in India suffer more from tubercle of the lungs than others and the following table which gives the statistics of admissions to hospital from this disease among different races in the Native army located in India during the quinquennial period 1902 to 1906 is of interest in this connection. It is to be noted, of course, that in such a table it is not possible to take into account the important fact that the troops of the different classes shown in the table are located in different parts of India.

1902-1906.	Gurkhas.	Dogras.	Jats.	Mohamedans (Punjabi, Hindustani and Pathan).	Garhwalis.	Sikhs.	Rajputs.	Brahmans.	Madrasis.
Aggregate strength.	63,680	10,301	9,666	20,510	7,544	29,917	25,982	7,524	37,893
Total number of admissions.	818	60	45	79	29	99	62	16	65
Admission rates per 1,000.	12·8	5·8	4·7	3·9	3·8	3·3	2·4	2·1	1·7

The largest number of admissions (18) in any regiment during 1906 occurred in the 41st Dogras who were stationed at Shan Hai Kwan and Tongshan in north China, the prevalence of the disease being attributed by the medical officer to the severity of the winter and to the unsatisfactory housing arrangements for the troops. It appears that the barracks are old Chinese houses or temples, some at least of which are in a bad state of repair, that the lighting and ventilation are not satisfactory and that over-crowding exists to some extent among the sepoys and to a large extent among the followers. The 47th Sikhs were also in north China (at Tientsin), but the barracks there are apparently satisfactory and only seven cases of tubercle occurred during the year. Among regiments located in India the largest numbers of admissions were recorded in the 30th Punjabis at Jhelum (13), and in the 2-5th, 7th and 2-10th Gurkha Rifles at Abbottabad and Lansdowne (8 each). As regards the prevalence of the disease in the 30th Punjabis it is said that nearly all the cases originated in north China, where the regiment was stationed during 1904 and the early part of 1905 and the medical officer considers that the barracks which the men occupied during this tour of duty were previously infected. No remarks worthy of note are made by the medical officers of the different Gurkha regiments in which the disease was prevalent.

There were 2 cases returned as non-tuberculous phthisis during the year as compared with 6 in 1905, 3 in 1904, 6 in 1903, and 23 in 1902.

Pneumonia and other respiratory diseases.—The admission rate on account of pneumonia was 9·0 per mille and the death rate 1·56 per mille as compared with rates of 12·5 and 1·90 per mille, respectively, in 1905. The disease was considerably less prevalent than in the previous year in six of the geographical groups, the decrease being greatest in the North-West Frontier group (VII), where the admission rate fell from 20·5 in 1905 to 10·0 in 1906, in the Western Coast group (X) where it fell from 13·7 to 5·6, in the Bengal-Orissa group (IV) where it fell from 10·9 to 5·5, and in the Upper Sub-Himalaya group (VI), where it fell from 15·4 to 10·3. The months of greatest prevalence were as usual January, February, March, November and December. From Table XIII it will be seen that while pneumonia is always more prevalent and causes more mortality among troops located in the hill stations considered as a whole than among those located in the plains, this is due in chief measure to its prevalence and fatality in the hill stations which are less than 5,000 feet above sea-level. Among stations where the average strength was

over 100 the highest admission rates were recorded at Sibi (53·6 per mille) and at Kherwara (40·2 per mille), and as regards regiments the highest rates were recorded in the 106th Pioneers at Quetta, the 1-6th Gurkha Rifles at Abbottabad, the 7th Rajputs at Malakand, the 2-5th Gurkha Rifles at Abbottabad and the 2nd Queen's Own Sappers and Miners at Bangalore.

Other respiratory diseases were most prevalent during the year in the Northern Command and in groups IV (Bengal-Orissa), XII (Hill Stations) and I (Burma Coast). For the whole Native army of India the admission and death rates on account of other respiratory diseases were 22·9 and ·13 per mille, respectively, as compared with 28·5 and ·23 per mille in 1905. Omitting stations where the average strength was less than 100 the highest admission rates were recorded at Ahmedabad (145·1 per mille), Aden (113·6), Abbottabad (85·5), Kohima (82·4), Sibi (76·6) and Thal (72·7). Among regiments the highest numbers of admissions during the year occurred in the 1-6th Gurkhas at Abbottabad, the 109th Infantry at Santa Cruz, the 116th Mahrattas at Aden, the 53rd Sikhs at Peshawar and the 55th Rifles at Nowshera. There were in all 16 deaths ascribed to these diseases, of which 8 were due to bronchitis, 3 to pleurisy, and 1 each to laryngitis, asthma, haemoptysis, broncho-pneumonia and empyema.

Dysentery and Diarrhœa.—Dysentery was rather more prevalent and fatal among Native troops during 1906 than during 1905, the rate of admission to hospital rising from 32·5 per mille to 37·1 per mille and the death rate from ·18 to ·20 per mille. The increase in the admission rate was due to a greater prevalence of the disease in eight of the geographical groups, but especially on account of its prevalence in the Western Coast group (X), where the admission rate was 101·0 per mille as compared with 20·7 per mille in 1905. The stations at which the disease caused the highest admission rates during the year were Bombay, Fort Jamrud and Sibi, and the highest death rates were recorded in Madras, Sibi and Bombay. Among regiments dysentery was most prevalent in the 6th Jat Light Infantry at Jhansi, the 128th Pioneers at Quetta, the 125th Rifles at Bangalore and the 113th Infantry at Bombay. The medical officer of the 6th Jat Infantry considered that the difficulty of obtaining good milk at a reasonable price was an important factor in bringing about the increased prevalence of the disease. The great majority of the cases in the 128th Pioneers occurred among men of the detachment at Robat where, it was said, the water is brackish.

There were in all 926 admissions to hospital and 10 deaths from diarrhœa during 1906 as compared with 929 admissions and 7 deaths during 1905. The case-mortality was, as usual, considerably higher than that of dysentery, and it is probable that in some cases the diagnosis is at fault. The regiments in which the largest numbers of cases occurred were the 2nd Rajputs in which there were 80 admissions to hospital recorded under this heading, the 113th Infantry in which there were 56, the 3rd Brahmans in which there were 31 and the 9th Bhopal Infantry in which there were 30. The 2nd Rajputs were stationed at Secunderabad during the year, and diarrhœa was most prevalent during July and August. The medical officer attributes the disease to the bad quality of the milk ; he states that the milkmen are extremely dirty and that their cows grazed more often than not over the filth trenches, where the grass grows rankest. As regards the 113th Infantry the majority of cases of dysentery and diarrhœa occurred in the detachment at Santa Cruz, where it was probable the *atta* was not of good quality. Errors in diet and faulty cooking of food are referred to by the medical officers of other regiments as the probable cause of the prevalence of diarrhœa.

Venereal diseases.—As judged by the statistics of the year, venereal diseases were over seven times more prevalent among the European than among the Native troops, the admission rate per mille of strength being only 16·2 among the latter, as compared with an admission rate of 117·3 among the former. Among European troops an annual average strength of 70,272 gave 8,242 admissions from venereal diseases, in the case of Native troops an annual average strength of 127,853 gave only 2,067 admissions. The rates of admission to hospital and of invaliding from these diseases among the Native troops of the whole Indian Command have decreased steadily during recent years though not nearly to the same extent as in the case of the rates among European troops. The number of deaths from this cause among Native troops varies little from year to year; in 1906 there were 8 deaths and 55 invalidings as compared with 7 deaths and 79 invalidings in 1905, 6 deaths and 107 invalidings in 1904 and 9 deaths and 107 invalidings in 1903. The diseases are always less prevalent among both European and Native troops located in the Northern than among those in other

Commands, but in 1906 the admission rate among the Native troops in the Northern Command was 7 per mille less than in 1905 and among those in the Western Command it was 1 per mille less while among those in the Eastern Command it was 3 per mille greater than in that year. Gurkhas invariably suffer more than other classes of native troops and during 1906 this liability was evidenced by the fact that the admission rate among Gurkhas was 30·6 per mille while among the remainder of the troops it was 14·5 per mille. Excluding stations at which the average strength was less than 100 the highest admission rates on account of venereal diseases among Native troops in the Northern Command were recorded at Bakloh, Rawalpindi, and Ambala; the highest among troops in the Western Command at Satara, Bhuj, and Ahmednagar; the highest among troops in the Eastern Command at Almora, Kohima, and Shillong; the highest in the Secunderabad Division at Bellary and Madras; and the highest in the Burma Division at Maymyo and Fort Dufferin. Seven of these stations appeared in the corresponding list for 1905. Among all the Native troops in India the admission rate for syphilis was 5·3 per mille, for soft chancre it was 4·6 per mille, and for gonorrhœa it was 6·2 per mille as compared, respectively, with the figures 7·7 per mille, 4·6 per mille and 7·4 per mille in 1905.

Beri Beri.—There were in all 41 admissions to hospital and three deaths from beri-beri during 1906, but 38 of the cases occurred in one regiment (the 81st Pioneers) stationed in the Aden Hinterland. Two of the remaining cases occurred in the 99th Deccan Infantry at Bolarum and one in the 63rd Palamcottah Light Infantry at Fort William. The cases which occurred in the Aden Hinterland were said to be of the dry variety, but the report of the medical officer does not contain anything which throws light on the etiology of the disease. The patients were isolated, the site of the camp was changed, and a diet containing a larger amount of proteid was issued to the troops.

Guinea worm.—In 1906 there was again a decrease in the number of patients admitted to hospital for guinea worm, the total being 500 against 609 in 1905 and 730 in 1904. As usual the largest number of cases occurred in group VIII (Central India), groups IX (Deccan) and VII (Indus Valley) coming next in order of prevalence of the disease. As regards stations the largest number of cases were recorded as usual at Kherwara where the Mewar Bhil Corps is stationed, the number of cases in this regiment during the year amounting to 52 or a ratio of 84 per mille of strength. The average length of stay in hospital of patients was 32 days. The medical officer of the regiment states that 43 per cent. of the sepoys recruited in the Kherwara district suffer from guinea worm.

Suicide.—During the ten years 1896—1905 there were altogether 146 cases of suicide, an average of nearly 15 per annum. There were only 7 in 1906, of which three were by drowning, one by gunshot, one by hanging, one by opium poisoning and one by decapitation by a train.

Jails of India.

(For Statistical Tables, *see* pages 126 to 128.)

Sanitary Conditions in 1906.—The health of prisoners depends upon the hygienic state of the prisons, *i.e.*, the sites, buildings, water-supplies, etc., the efficiency of the management, and the quality of the health of newly admitted prisoners. Efficient management can make up for many deficiencies—skill and experience can turn imperfect buildings to the best account, remedy defects in water-supplies, and the like; and attention to suitable precautions will lessen the danger of the introduction of disease from without. The quality of the health of newly admitted prisoners depends ultimately on climatic conditions which must always influence the prison statistics, but the better the hygienic state of the prisons and the more efficient the management the smaller the effect of this influence will be.

The statistics of the years 1904, 1905 and 1906 show how small was the influence of climatic conditions on the health of the prisoners in these years, and furnish materials by which the growing efficiency of jail management in India may be judged. The year 1904 was, excepting for the prevalence of plague which does not affect the prison statistics, generally healthy, and the proportion of prisoners requiring treatment in hospital, the proportion constantly in hospital and the death rate (17·61 per 1,000) were lower than they had ever been. The following year, although marked by a great decline in the prevalence of plague, was not, except in Bombay and the Punjab, a healthy one, but the proportion of prisoners treated in hospital was even lower than in 1904, the proportion constantly sick was the same and the death rate rose by only 1·62 per 1,000. The year 1906 was very unhealthy; in every province except Bengal and Eastern Bengal and Assam the general health was bad, and the death rates, leaving plague out of account, were considerably higher than in 1905. Cholera was severe throughout southern India, and all over northern India the autumn was exceptionally malarious. In spite of these adverse conditions, the health of the prisoners was good, and although there was a considerable increase of sickness the duration of illness was generally short, and the death rate was only 19·27 per 1,000, or 1·66 higher than the lowest rate ever recorded.

The mean daily prison population in 1906 in India, including the Andamans was 110,082, or 3,817 more than in the previous year, every administration except the Central Provinces and the North-West Frontier Province contributing to the increase.

In the Andamans the number of convicts was increased by 340 to 14,688. The statistics relating to these convicts will be considered separately, because the conditions in which they live have little in common with prison life in India; but it is satisfactory to note that, although the rate of admission to hospital and the proportion constantly sick have risen, the death rate has fallen from 38·96 per thousand in 1905, and a mean of 37·38 in the five years ending with 1905, to 27·30, the lowest death rate since 1898.

The average daily number of prisoners of all classes in the jails of India and Burma during the year was 95,394, an increase of 3,477 on the average of 1905, but 85 less than the five years' mean. The rate of admission to hospital was 658 per thousand, compared with 647 in the previous year; in Eastern Bengal and Assam, the Central Provinces, Madras and Burma the admission rates were lower than in 1905, but throughout northern India and in Bombay they rose considerably. The mean constantly sick rate was 27 per thousand compared with 28 in 1905; in the United Provinces and in the Punjab the constantly sick rates were the same in 1906 as in the previous year, and only in Bombay and the North-West Frontier Province were these rates higher in 1906 than in 1905.

The death rates were lower than in 1905 in all provinces except Madras, Bombay and the North-West Frontier Province; unfortunately the rise in these provinces—5·90 per thousand in the case of Madras, 3·24 in Bombay, and 5·59 in the North-West Frontier Province, more than counterbalances the fall in the others, and the mean death rate

of 1906 was very slightly higher than the mean of the previous year—19·27 per thousand against 19·23.

The average daily number of convicted prisoners in confinement was 89,521, among whom the mean death rate was 18·95 per thousand against 19·23 in 1905, the rates ranging in the several administrations from 28·37 in Eastern Bengal and Assam to 13·06 in the Central Provinces. In five administrations the rates were under 20 per thousand, and in only one was the rate over 25.

The following statement shows the admission and death rates of convicts in central and district jails in the different provinces in each of the last five years.

Administration.		1902.			1903.			1904.			1905.			1906.		
		Average strength.	Ratio per 1,000 of strength.		Average strength.	Ratio per 1,000 of strength.		Average strength.	Ratio per 1,000 of strength.		Average strength.	Ratio per 1,000 of strength.		Average strength.	Ratio per 1,000 of strength.	
			Ad.	D.		Ad.	D.		Ad.	D.		Ad.	D.		Ad.	D.
				Bengal as a whole												
Bengal excluding in 1905 and 1906 the jails transferred to Eastern Bengal	Central	10,368	1,054·1	22·57	9,316	1,015·8	17·50	9,519	803·7	18·91	7,631	1,041·0	25·55	7,658	1152·4	23·64
	District	9,268	1,084·6	29·56	8,160	1,162·7	30·76	8,483	1,154·1	21·81	5,885	931·5	23·96	6,305	943·5	23·21
				Assam												
Assam including in 1905 and 1906 the jails of the new Province of E. B. & Assam.	Central	...	...		...	...		...	...		1,886	608·2	24·92	1,901	630·2	23·67
	District	1,362	890·5	30·10	1,296	809·3	29·32	1,430	650·6	28·68	4,392	1,248·4	35·06	4,832	997·1	30·22
United Provinces.	Central	11,475	653·5	23·4	9,387	642·8	12·9	9,313	502·7	12·78	9,389	489·8	15·76	9,934	482·4	14·90
	District	14,563	793·5	18·40	11,958	947·9	17·39	12,777	687·6	15·34	12,292	620·0	18·22	12,969	679·8	16·96
Punjab	Central	5,749	124·5	26·44	4,858	85·0	18·94	4,822	915·2	25·09	4,570	714·9	17·94	4,751	625·8	15·37
	District	6,179	1,100·3	25·25	6,341	1,056·3	19·71	5,930	961·2	15·85	5,961	740·3	16·10	6,017	868·2	17·28
North-West Frontier Province.	Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	District	893	110·3	28·00	971	121·3	16·48	1,055	118·2	16·11	1,077	1,053·9	21·36	1,091	1631·5	24·75
Central Provinces.	Central	3,465	957·3	23·09	2,676	772·1	16·82	2,468	489·9	10·13	2,418	574·0	14·06	2,272	520·2	12·32
	District	1,418	926·0	25·39	1,113	1,002·3	22·45	1,085	847·9	18·43	864	862·3	16·20	784	866·1	15·31
Madras	Central	7,042	499·1	18·32	5,775	447·6	18·35	6,129	439·9	15·01	6,695	506·6	15·98	7,464	462·8	22·37
	District	3,660	351·9	17·76	3,124	578·7	20·49	3,143	591·8	18·45	3,430	554·1	16·01	2,940	460·2	19·05
Bombay	Central	3,846	707·0	33·80	3,026	347·3	19·17	3,039	556·8	17·11	3,092	654·6	12·94	3,146	894·2	13·35
	District	6,207	721·4	26·58	4,889	654·8	31·70	4,868	639·1	20·95	4,836	583·3	20·26	4,851	564·0	24·12
Burma	Central	6,823	510·6	13·34	6,691	460·3	14·05	6,962	381·1	21·69	7,491	278·9	17·62	7,797	246·6	13·59
	District	4,253	573·0	18·58	3,981	501·6	22·61	4,151	390·5	14·21	4,460	367·7	17·04	4,809	308·2	14·56
Total of the above Provinces.	Central	48,768	791·9	22·25	41,729	680·8	16·30	42,252	591·5	17·51	43,172	598·8	18·18	44,923	604·6	17·59
	District	47,803	839·3	23·20	41,833	848·1	23·24	42,922	791·3	17·99	43,203	723·2	20·39	44,598	736·3	20·16

As usual the numbers of convicts in central and district jails throughout India were nearly equal; but the central jail populations were larger than the district jail populations in Bengal, the Central Provinces, Madras and Burma; and as usual there were more prisoners in the district than in the central jails in Eastern Bengal and Assam, the United Provinces and the Punjab. As is generally the case the mean rate of admission to hospital was lower in central than in district jails, 604·6 against 736·3, but this relation of the death rates is fairly constant only in the United Provinces and Burma. As is always the case the mean death rate in central jails, 17·59, was lower than the mean in district jails, 20·16; but here again the provincial figures show that, although this relation is the common one in the different provinces, it is not invariable.

In 1906 the death rate of convicts in central jails was lower than in any year except in 1903 and 1904, and the death rate among convicts in district jails was lower than in any year except 1904.

Central and District Jails.—The following table shows the death rate among convicts in central and district jails according to duration of confinement.

Years.			Not exceeding six months.	Above six months and not exceeding one year.	Above one year and not exceeding two years.	Above two years and not exceeding three years.	Above three years and not exceeding seven years.	Above seven years.	Total.
1902.	Central Jails.	Strength ...	12,789	8,961	8,941	6,941	7,332	3,565	48,529
		Deaths ...	280	188	206	122	220	69	1,085
		Ratio per 1,000 of strength	21·9	21·0	23·0	17·6	30·0	19·4	22·4
	District Jails.	Strength ...	25,610	10,697	6,623	2,584	1,883	361	47,758
		Deaths ...	588	278	148	49	38	8	1,109
		Ratio per 1,000 of strength.	23·0	26·0	22·3	19·0	20·2	22·2	23·2
1903.	Central Jails.	Strength ...	11,122	7,463	7,970	5,715	6,862	2,486	41,618
		Deaths ...	181	112	137	91	122	37	680
		Ratio per 1,000 of strength.	16·3	15·0	17·2	15·9	17·8	14·9	16·3
	District Jails.	Strength ...	23,242	9,612	5,314	2,279	1,650	209	42,306
		Deaths ...	587	205	108	28	37	7	972
		Ratio per 1,000 of strength.	25·3	21·3	20·3	12·3	22·4	33·5	22·9
1904.	Central Jails.	Strength ...	11,446	7,605	8,328	5,642	6,749	2,475	42,245
		Deaths ...	196	132	151	70	140	51	740
		Ratio per 1,000 of strength.	17·1	17·4	18·1	12·4	20·7	20·6	17·5
	District Jails.	Strength ...	23,849	9,567	5,348	2,192	1,872	213	43,041
		Deaths ...	464	157	90	35	24	2	772
		Ratio per 1,000 of strength.	19·5	16·4	16·8	16·0	12·8	9·4	17·9
1905.	Central Jails.	Strength ...	12,322	7,963	8,606	5,733	5,936	2,925	43,483
		Deaths ...	203	143	141	76	174	48	785
		Ratio per 1,000 of strength.	16·47	17·96	16·38	13·26	29·31	16·41	18·05
	District Jails.	Strength ...	23,285	9,771	5,741	2,315	2,063	236	43,413
		Deaths ...	477	195	125	29	42	8	876
		Ratio per 1,000 of strength.	20·49	19·96	21·77	12·53	20·36	33·90	20·18
1906.	Central Jails.	Strength ...	13,611	8,288	8,297	5,820	5,898	3,107	45,021
		Deaths ...	207	146	141	107	146	43	790
		Ratio per 1,000 of strength.	15·21	17·62	16·99	18·38	24·75	13·84	17·55
	District Jails.	Strength ...	23,121	10,459	5,963	2,491	2,012	319	44,365
		Deaths ...	535	195	97	33	35	4	899
		Ratio per 1,000 of strength.	23·14	18·64	16·27	13·25	17·40	12·54	20·26

As in past years the highest mortality in central jails occurred among convicts who have been from 3 to 7 years in confinement, tubercle of the lungs being especially frequent among them. The highest mortality in district jails generally occurs among the newly admitted prisoners, and in an unhealthy year, such as 1906 was, the death rate among these prisoners is relatively higher than usual.

Causes of sickness and mortality.—The diseases which caused the highest admission rates were intermittent fever (admission rate 207·2 per thousand), dysentery (78·9), abscesses, ulcers and boils (68·9), diarrhœa (39·1), respiratory diseases other than pneumonia (25·2); and the most common causes of death, were dysentery (death rate 3·25 per thousand), tubercle of the lungs (3·21), pneumonia (2·55) and cholera (1·10).

Intermittent fever.—In 1906 the death rates attributed to fever among the general population were higher than in the previous year in every province except Madras, Bengal and Eastern Bengal and Assam, and throughout northern India the autumn months were exceptionally malarious. These circumstances enable us to judge of the value of the anti-malarial measures in force in the jails. The results obtained are at once encouraging and disappointing; encouraging because they show what can be done, disappointing because they show that some jail medical officers either do not believe in

the possibility of preventing malarial fever among prisoners or are half-hearted in carrying out the necessary measures.

The number of prisoners admitted to hospital on account of intermittent fever was 19,765, or 3,061 more than in 1905, and the admission rate was 207·2 per thousand, compared with 181·7 in that year. It is important to note that although the admission rate was higher than in the previous year, it was lower than it had ever been previously, and the deaths in 1906 numbered only 72 against 84 in 1905, and the death rate ·75 per thousand was, with the exception of the rate of ·66 in 1904, the lowest on record. Until June intermittent fever was much less prevalent than usual, but the numbers of cases rose rapidly in the third quarter of the year, reached the maximum in October and continued high until the end of the year. By far the highest admission rate was 809·2 per thousand in the North-West Frontier Province, where the prisoners suffered nearly three times as much from this disease as in the Punjab (291·8); in Madras and Burma the admission rates were only 60·2 and 49·7, respectively; elsewhere the rates ranged from 330·7 in Bengal to 139·3 in Bombay. In Eastern Bengal and Assam (death rate 2·77 per thousand), the North-West Frontier Province (1·54), the United Provinces (·88) and Bengal (·81) the death rates are higher than the mean, elsewhere they varied between ·50 in Bombay and ·19 in Madras. In parts of India in which kala azar is prevalent, cases of that disease are not infrequently diagnosed as intermittent fever; and the *post-mortem* records suggest that this mistake was made in 6 of the 25 fatal cases ascribed to intermittent fever during 1906. The necessity for care in diagnosis is obvious, and although the difficulty is often very great, the fact that fatal cases shown by the appearances after death to have been due to tuberculosis, pneumonia, pleurisy, pericarditis, meningitis, dysentery, chronic Bright's disease, cirrhosis of the liver and kala azar, were diagnosed as ague, shows that due care is not always observed.

Remittent fever.—There was a considerable increase in the number of cases of remittent fever admitted into hospital, the total rising from 109 in 1905 to 140, and the admission rate from 1·2 per thousand to 1·5. The monthly incidence of remittent fever varies from year to year and bears little relation to that of intermittent fever. In 1906 the highest admission rates were 2·9 in Bombay, 2·7 in Bengal and in the Central Provinces, 2·5 in Eastern Bengal and Assam, and 2·1 in Madras. In two of these provinces, Madras and Bombay, there is comparatively little intermittent fever, and in the North-West Frontier Province, where intermittent fever was most prevalent there was not a single case of remittent fever. The *post-mortem* records show that besides cases of malarial poisoning, and cases of kala azar, tuberculosis, pneumonia, etc., in which the diagnosis is evidently at fault, there is a residuum of cases which appear to be due to a fever that has not yet been differentiated in India.

Quinine prophylaxis and anti-mosquito measures are in force in every administration, but it is evident that the thoroughness of their application and, consequently, the degree of success attained, varies greatly, not only in the several provinces, but in tne different jails in each province.

Inspectors-General give very little information concerning the arrangements in force in their administrations, indeed in only one report is it stated what dose of quinine is given. In the Punjab 15 grains of quinine are given to each prisoner every six days, but the dates between which the issue of quinine is made are not stated; Lt.-Colonel Braide, whose experience has made him an enthusiastic advocate of quinine prophylaxis, ascribes all failure to faulty arrangements.

If the importance of reducing the number of cases of malarial fever in jails and the possibility of effecting this by anti-malarial measures are admitted, it follows that these measures should be adopted in all malarious localities, and it should be recognized that the prophylaxis of malaria is as much a part of efficient jail management as the suitable dieting of the prisoners. It has been shown over and over again that the success of anti-malarial measures, and particularly of prophylaxis by the regular administration of quinine, depends entirely upon attention to detail and the personal supervision by the medical officers under whose immediate orders the measures are carried out, and it seems therefore that it should no longer be left to the discretion of medical officers to determine whether measures are or are not to be adopted in particular jails, but that the Inspector-General should lay down for each jail in his administration exactly what measures are to be carried out, the dates between which these measures are to remain in force and the precautions to be observed to guard against failure. Effective procedures to destroy mosquitoes must vary with the surroundings of the jail; and, as all localities are not equally malarious, the dose of quinine and the intervals of time between doses should be regulated to meet

the requirements of each case, the rule being to give the smallest dose of quinine that will be effective, while the importance of reducing the unpleasant effects of quinine by the selection of the most suitable salt and by skilful compounding should not be overlooked. Above all things the procedure of dosing the prisoners should be so carefully detailed and supervised that no prisoner whom it is intended to subject to prophylactic treatment should by any possibility escape taking his dose.

Dysentery.—There were 7,525 admissions to hospital and 310 deaths ascribed to dysentery during 1906, compared with 7,496 admissions and 277 deaths in the previous year. The jail population of 1906 was, as we have seen, considerably larger than in 1905, and the admission rate fell from 81·6 per thousand to 78·9. There was a notable increase in the frequency of dysentery cases in Madras, Bombay, the Punjab and the North-West Frontier Province, but this was more than balanced by the decline in the numbers of cases in Eastern Bengal and Assam and Burma. The death rate was 3·25, or ·24 per thousand higher than in 1905 ; the rise was common to all provinces except Burma, where the rate fell from 2·60 to 1·50 per thousand, and Bengal where it fell from 6·56 to 5·72, the most important rise being from the singularly low rate of ·52 recorded in the Punjab in 1905 to an average provincial rate of 2·64 per thousand.

In India generally, as in previous years, the disease was most prevalent in August and least prevalent in February : this is the distribution of the incidence of dysentery in most provinces year after year with the following exceptions, in Bombay the lightest incidence is generally in March ; in Madras in April ; and in the Central Provinces in May ; the heaviest incidence occurs in Burma in July, in Eastern Bengal and Assam in August ; in Bombay in July or August ; in the United Provinces in August or September ; in the Punjab and Madras irregularly, in the former generally, and in the latter always, dysentery cases are most frequent in one of the last four months of the year.

Diarrhœa.—The number of cases of diarrhœa admitted to hospital was 3,734, of which 70 terminated fatally, the admission and death rates being, respectively, 39·1 and ·73 per thousand, compared with 39·2 and ·74 in 1905. The highest admission rates were 84·9 in Bengal and 73·5 in Eastern Bengal and Assam, and the lowest 3·3 in Madras ; while the highest death rate was 1·36 per thousand in the Punjab, and the lowest ·10 in Madras. The mean case-mortality in all the jails was 1·9 per cent., but in the different administrations this percentage varied greatly, from 4·5 in Burma and 3·5 in the United Provinces, to ·88 in the Central Provinces and ·79 in Eastern Bengal and Assam.

Respiratory diseases.—The number of admissions to hospital on account of these diseases fell from 2,428 in 1905 to 2,400, and the number of deaths from 85 to 68. The admission and death rates fell from 26·4 and ·92 per thousand to 25·2 and ·71, the reduction in the former being mainly due to the great decrease in the frequency of these diseases in the Punjab, and in the latter to the lessened death rate in Bengal, the Punjab and the Central Provinces. In the North-West Frontier Province the admission rate rose from 12·2 per thousand in 1905 to 35·4, and the death rate from ·76 to 1·54. Of the 68 deaths, 25 were due to bronchitis, 11 to gangrene of the lungs, 10 to broncho-pneumonia, 7 to pleurisy, 5 to spasmodic asthma and 3 to empyema.

Pneumonia.—There was a considerable increase in the number of cases of pneumonia, the total rising to 963, as compared with 896 in 1905, and 963 in 1904. The admission rate in 1906 was 10·1 per thousand compared with 9·7 in the previous year and the death rate 2·55 compared with 2·28. The frequency and fatality of the disease in the different provinces as usual varied greatly, the highest admission rates being 23·8 per thousand in the North-West Frontier Province and 15·4 per thousand in Bombay, where the Sind jails were responsible for the high rate, and the lowest 7·4 per thousand in Madras and 4·2 in Burma ; while the death rates ranged from 3·85 per thousand in the North-West Frontier Province and 3·66 in Bombay, to 1·63 in Madras and 1·20 in Burma and the Central Provinces. The mean case-mortality was 25·23 per cent., the percentages ranging in the several provinces from 35·48 in Eastern Bengal and Assam to 16·13 in the North-West Frontier Province.

Tubercle of the lungs.—There were 844 admissions to hospital and 306 deaths from tubercle of the lungs, compared with 803 admissions and 293 deaths in 1905. The admission rate, which in 1904 had been 8·4 and in 1905, 8·7, per thousand rose to 8·8, and the death rate, 3·21, was fractionally higher than in any of these years. As compared with 1905, the disease was less frequent in the jails of Eastern Bengal and Assam, the Punjab, the Central Provinces, Bombay and Madras, but it was more fatal in Burma

Bengal, the United Provinces and Madras. The highest admission rate was as usual recorded in Bengal, 15·1 per thousand; the next highest being 9·7 in Madras and 9·5 in Eastern Bengal and Assam, and the lowest 2·9 in the Central Provinces. The highest death rates were 4·31 in Bengal and 4·19 in Burma, and the lowest 1·80 in the Central Provinces and ·77 in the North-West Frontier Province.

An examination of the statistics of the last ten years, due allowance being made for changes in nomenclature and modification in practice, shows that while the limits of the fluctuations in the admission and death rates are fairly characteristic in each province, these fluctuations are considerable from year to year, and the rates show no constant tendency to decline. This is disappointing because it might have been expected that the removal of predisposing causes by improved sanitation—free ventilation, better food, more suitable clothing and the reduction in the numbers of malarial attacks—and the preventive measures which have been generally adopted, would have reduced the numbers of cases and the fatality of the disease. On the other hand, there is no sign that tubercle of the lungs is becoming more frequent, and, indeed, there is reason to think that a real reduction in the frequency of the disease is disguised by the results of earlier and more accurate diagnosis. The mean case-mortaliy has steadily fallen from 43 per cent. in 1900 to 36 per cent. in 1905 and in 1906, and the stay in hospital of fatal cases is becoming longer—although in the different provinces the length of time between the diagnosis of the disease and death varies greatly. It is mainly to the result of early diagnosis that we must look for improvement in the future. It is obvious that the earlier a case is recognized the more hopeful is treatment and the less the danger of infection from it; but the number of instances in which the *post-mortem* records show that the presence of tubercle was not detected until after the death of the sufferer shows that even more care than is at present taken is necessary.

Anæmia and Debility.—The number of cases of anæmia and debility admitted into hospital in 1906 was 1,193 and there were 52 deaths, compared with 1,014 cases and 50 deaths in the previous year. The mean admission rate which in 1905 was 11·0 per thousand, rose in 1906 to 12·5; but in the different provinces the rates varied enormously from 39·3 in Eastern Bengal and Assam and 25·4 in the North-West Frontier Province, to 5·0 in Madras and 2·5 in Burma. The mean death rate rose from ·54 per thousand in 1905 to ·55, the highest and lowest rates being 1·54 and ·07 in the North-West Frontier Province and Burma, respectively; elsewhere they ranged from ·88 in Bombay to ·24 in the United Provinces. Anæmia and debility is, it must be admitted, a convenient heading for medical subordinates, and in provinces where a large proportion of the prisoners are confined in small district jails it is difficult to avoid its use, but resort to it should be discouraged as much as possible, not only because it leads to slovenly practice and ineffectual treatment, but because the use as a definition of a term which describes symptoms common to many diseases must lead to difficulty in the future in ascertaining the effects of hygienic improvement in reducing the prevalence of these diseases. We know, for instance, that the increase in the frequency of tubercle of the lungs in the jail statistics in the years immediately preceding 1900 was largely due to cases of anæmia and debility being correctly diagnosed as tubercle, but owing to the loose way in which the term "anæmia and debility" had been used to describe other diseases, it was not possible to be sure that there had not been a real increase in the number of cases of tubercle in the prisons. Of the 52 deaths ascribed in 1906 to anæmia and debility, 21 were considered by the medical officers to be due to old age. In 36 cases *post-mortem* examinations were made which show that in 6 instances death was probably due to dysentery, in 3 to tubercle of the lungs, in 2 to disease of the kidneys; in the remaining 25 cases such details of the examination as are given throw little light on the cause of death.

Small-pox.—There were 82 admissions and 9 deaths from small-pox, against 31 admissions and 4 deaths in 1905. Twenty-six of the cases occurred in the United Provinces, 15 in Bengal, 13 in Madras and 11 in Burma. The mean death rate from small-pox was ·09 per thousand.

Plague.—The number of plague cases fell from 66 in 1905 to 19, and the deaths from 46 to 8. Seven cases occurred in three jails in Bengal, 6 cases in three jails in the Punjab, 3 cases in two jails in Bombay, 2 cases in one jail in Burma and 1 case in the United Provinces.

Cerebro-spinal fever.—There were 12 cases, all fatal, diagnosed as cerebro-spinal fever, an increase of 2 on the total of 1905, but the facts ascertained at the careful *post-mortem* examinations, which were performed in every instance, did not always support

the diagnosis, and it is possible that the cause of death in two cases was a tumour pressing on the brain, in two others pyæmia and in one other pneumonia. In two cases the diagnosis was confirmed by bacteriological examination.

Enteric fever.—The number of cases diagnosed as enteric fever is increasing every year. In 1904 there were 55 cases and 14 deaths, in the following year 64 cases and 15 deaths, and in 1906 the number of cases rose to 102 and the number of deaths to 18. In Madras 61 cases and 7 deaths occurred, and in Eastern Bengal and Assam 20 cases and 5 deaths. No information is available regarding the signs and symptoms presented by the cases that recovered, but in the fatal cases these were typical, in 7 of them perforation occurred, and in all of them extensive ulceration of Peyer's patches was found.

Cholera.—There were 186 admissions and 105 deaths from cholera, compared with 73 admissions and 40 deaths in 1905. The mean death rate was 1·10 per thousand, and rates in excess of the mean were recorded in Madras (4·32), Bombay (2·27), and Eastern Bengal and Assam (1·89). The only administrations entirely free from cholera were the Punjab and the North-West Frontier Province. The more important outbreaks occurred in the Common Prison, Bombay (36 cases and 15 deaths), in the central jail at Coimbatore (25 cases and 12 deaths). In the district jail at Gauhati there were 7 cases and 6 deaths and in district jails at Azamgarh and Bankura, respectively, 5 cases and 2 deaths.

The following paragraphs contain brief notes of more important matters discussed in the provincial reports by the Inspectors-General and in the sanitary sheets of their various jails.

Bengal.—Lack of sufficient accommodation is a serious defect in the majority of jails in this administration, and there was over-crowding during a part or the whole of 1906 in 28 of the 35 jails. Many of the jails are badly situated in the centre of a town or bazaar and "site over-crowding" is a defect commonly reported. There are still some sleeping barracks in which there are four rows of beds and more than one in which there are six rows. The medical officer of the Purneah jail reports that in the wards of this jail nine prisoners sleep between two ventilating openings. Many improvements, however, were effected during the year under review, and many others are in progress. A new Presidency jail for Europeans and Natives is being built at Calcutta; the ventilation of the wards in the Midnapore central jail is being improved at a cost of more than a lakh of rupees; the areas of the jails at Balasore, Bankipore and Arrah have been, or are being, extended; new segregation wards have been added to the jails at Puri and Darjeeling, a new hospital to the Monghyr jail and new wards to the hospital of the Jessore jail; improvements to wards and worksheds are in progress in the Krishnagar jail; and schemes are in hand for more buildings to relieve over-crowding or for additional hospital and other accommodation or for improving the ventilation of barracks in the jails at Alipore, Purneah, Cuttack, Purulia and Ranchi.

The mean daily population of the jails in 1906 was considerably higher than in 1905, but while the rate of admission into hospital rose from 953·5 per 1,000 in 1905 to 1008·8 per 1,000 in 1906, the death rate fell from 24·91 to 23·36 per 1,000. The principal causes of admission into hospital were intermittent fever (32·78 per cent. of all admissions), dysentery (18·59) and diarrhœa (8·41); and the principal causes of death, dysentery (24·5 per cent. of all deaths), tubercle of the lungs (18·4) and pneumonia (12·7). Intermittent fever was responsible for an admission rate of 330·7 per 1,000 as compared with a rate of 290·7 in 1905, but there were only 12 deaths among 4,913 cases (·24 per cent.) as compared with 39 deaths among 4,120 cases (·95 per cent.) in 1905. This reduction in case-mortality may have been due in part, as the Inspector-General thinks, to the use of quinine as a prophylactic, or it may have been due to more careful diagnosis; the latter explanation seems the more probable for there is no indication that the prophylactic administration of quinine was carried out more stringently in 1906 than in the previous year; and an examination of the *post-mortem* records shows that even in the year under review malarial fever was not the cause of death of all patients whose diseases had been returned under this heading; in at least one instance the cause of death was very probably kala azar and in another it was possibly tuberculosis. Quinine was issued as a prophylactic in all jails and the Inspector-General remarks that "a majority of medical officers report favourably on it". Dysentery was responsible for an admission rate of 187·6 per 1,000 and a death rate of 5·72 per 1,000 as compared with rates of 196·4 and 6·56 per 1,000, respectively, in 1905. There was considerable over-crowding during the greater part of the year in some or all of the barracks of the five jails in which the highest admission rates on account of this disease were recorded, and all are more or

less defective structurally. Tubercle of the lungs caused 275 admissions into hospital and 64 deaths as compared with 192 admissions and 59 deaths in 1905. The rate of admission into hospital has increased considerably during recent years, and although the death rate remains about the same there has been a steady reduction from year to year in the case-mortality. In all probability this does not mean that the prevalence of the disease is on the increase among prisoners in the Bengal jails, but that patients suffering from tubercle are discovered and admitted into hospital at an earlier stage than formerly was the case. The Inspector-General hopes to be able to utilize the jail at Berhampore as a special jail for prisoners suffering from this disease.

The death rate in four jails was over 40 per 1,000. The high death rates in the Naya Dumka and Purulia jails were attributed by the medical officers chiefly to over-crowding, and in the Chaibassa jail it was attributed by the Inspector-General to bad management, in that sufficient use was not made of the hospital.

Eastern Bengal and Assam.—The average strength of the prisoners in the jails of Eastern Bengal and Assam rose from 6,401 in 1905 to 6,871 in 1906, and, with the exception of the jails at Tezpur and Sylhet, all were more or less over-crowded during a part or the whole of the year. The admission rate, the constantly sick rate and the death rate, however, were lower than in the previous year, being 912, 43, and 29·69 per 1,000, respectively, as compared with 1,081, 46 and 32·96. The chief causes of admission into hospital were dysentery (26·56 per cent. of all admissions) and intermittent fever (25·75) and the chief causes of death, dysentery, pneumonia and tubercle of the lungs. There were 19 deaths among 1,613 patients admitted for intermittent fever, the case-mortality (1·18 per cent.) being considerably higher than in any other province. The *post-mortem* records suggest that at least five of the deaths were due not to malarial fever but to kala azar, and it is unfortunate that despite the attention which lately has been directed to this disease, especially in Assam, medical subordinates still appear to be ignorant of its symptoms. A patient whose temperature keeps at or above 104° F. for 20 days in spite of his having received 30-40 grains of quinine daily, as happened in one case diagnosed as "ague" at Mangaldai, cannot possibly be suffering from malarial fever. Twenty cases of enteric fever with 5 deaths were recorded during the year and 14 cases of cholera with 13 deaths. Fourteen of the cases of enteric fever occurred at Mymensingh, where a small epidemic had begun in December 1905. The cases of cholera occurred at Gauhati (7), Dacca central jail (5), Tippera (1) and Dinajpur (1). The principal improvements effected in the jails of this administration during the year were the construction of new hospitals at Mymensingh and Malda, new segregration and under-trial wards at Chittagong, and a new civil jail and a new ward for females at Barisal.

United Provinces.—The health of the general population of the United Provinces was fairly good during the early part of 1906, but during the autumn and winter months malaria was more prevalent than usual. In a few disricts famine conditions were present until the onset of the rains. The average strength of the jail population was 24,872 as compared with 23,680 in 1905, and about 20 jails were somewhat over-crowded during part of the year. The sanitary condition of all the jails was reported by the Inspector-General to be good and the medical officers of only a very few jails reported any defects in accommodation, ventilation, or drainage. Only about 16 of the 57 jails in this administration are, however, situated a quarter of a mile or more from inhabited areas, and "site over-crowding" is a defect of some jails. In 1906 the admission rate, constantly sick rate and death rate were 603, 27 and 1[illegible]·56 per mille, respectively, as compared with 569, 27 and 17·31 per mille in 1905. Intermittent fever, dysentery, and tubercle of the lungs were more prevalent than in the previous year, but the fatality of dysentery, as judged by the death rate per thousand and by the case-mortality, was less than in any previous year. The rates of sickness and death from tubercle of the lungs in this administration have been remarkably similar for many years, but the Inspector-General is of opinion that the disease is less prevalent in the jails than formerly. Every effort is made to segregate tuberculous patients and there are special wards where the open air treatment can be efficiently carried out in all central jails. Death rates over 30 per 1,000 were recorded in five jails where the average annual strength was over 100, the highest rates among the prisoners in these five jails being 46·24 per mille recorded in the Ghazipur district jail, 36·59 in the Orai district jail, and 35·97 in the Hamirpur district jail. The Inspector-General remarks that there was a large proportion of old men in the Ghazipur jail, and that on account of the high price of grain in the district a large number of weak and aged people sought refuge in the jail to save themselves from starvation. In the Orai district also famine conditions prevailed. The death rate in the Meerut district

jail was 33·39 per 1,000, the deaths including five among eight prisoners admitted into hospital for tubercle of the lungs and six among eight admitted for pneumonia. Cholera was epidemic among the general population during the greater part of the year and was introduced into nine jails, but the measures taken effectually prevented an epidemic among the prisoners and only 17 cases with 11 deaths were recorded in all the jails.

Punjab.—It appears from the reports of medical officers that there are no serious defects in accommodation or in the ventilation of barracks in the great majority of the jails in the Punjab, and only in the jails at Montgomery, Lahore, Mooltan and Hoshiarpur was there any serious over-crowding during 1906. The average strength of the jail population was 11,744 in 1906 as compared with 11,512 in 1905, and although there was a slight increase in the rate of admission into hospital the death rate fell from 16·33 to 15·75 per thousand, which is the lowest rate recorded since 1896. Intermittent fever was the principal cause of admission into hospital, but there were only 4 deaths among the 3,427 cases classed under this heading, the case-mortality (·12 per cent.) being considerably lower than that in any other administration. Tubercle of the lungs, pneumonia, and dysentery were the principal causes of death, being responsible for 24·3, 16·8 and 16·8 per cent., respectively, of the total number of deaths recorded. Despite the absence of over-crowding and the good arrangements which exist in most of the jails, tubercle of the lungs was as usual considerably more fatal than in the jails of any other administration. In the Lahore central jail, where special arrangements for the treatment of patients suffering from tubercle exist, the case-mortality was as high as 66 per cent. Whether the recorded high proportion of deaths to cases means that tubercle of the lungs is a more fatal disease in the Punjab than in other parts of India, or whether it is due to the non-discovery of cases in an early stage cannot be definitely decided; the latter is a possible explanation which perhaps gains some support from the fact that "anæmia and debility" is not infrequently recorded as the cause of death in the Punjab jails. Dysentery was considerably more prevalent and more fatal than in 1905. The Inspector-General draws attention to the connection between this disease and scurvy and points out that in some jails where dysentery was prevalent a "scorbutic taint" certainly existed. Pneumonia caused 130 admissions into hospital and 31 deaths as compared with 164 admissions and 29 deaths in 1905. No case of cholera occurred during the year and only six cases of plague (two of which were fatal) and seven of small-pox.

North-West Frontier Province.—In the jails of this administration there is accommodation for 1,515 prisoners of all classes, but although the average strength of the jail population during 1906 was only 1,300 (as compared with 1,314 during 1905) there was over-crowding in the Peshawar jail for 201 days, in the Bannu jail for 191 days, in the Kohat jail for 100 days and in the Abbottabad jail for 94 days. The year was an unhealthy one and the rates of sickness and mortality among the prisoners were considerably higher than they have been for many years. Intermittent fever caused 55·25 per cent. of the total admissions into hospital, the admission rate being higher than in any year since 1897. Quinine was issued as a prophylactic and the fact that it did not appear to have much effect in warding off attacks may have been due, in the Inspector-General's opinion, to its administration not having been begun sufficiently early in the malarial season. Dysentery caused 102 admissions into hospital as compared with 60 in 1905, tubercle of the lungs 10 as compared with five, and pneumonia 31 as compared with 18. Influenza was prevalent in the Peshawar jail and accounted for 38 admissions into hospital and seven deaths.

Central Provinces and Berar.—The average strength of the jail population fell from 3,547 in 1905 to 3,329 in 1906, but there was occasional over-crowding mostly in the under-trial wards, in eight jails. The admission, constantly sick, and death rates all fell, the death rate, which was 13·82 per thousand, being lower than that recorded in any other administration during 1906. Intermittent fever, abscesses, dysentery, and diarrhœa were the principal causes of admission into hospital, and dysentery, tubercle of the lungs and pneumonia the principal causes of death. Intermittent fever caused 32·90 per cent. of the total admissions from all causes. The Inspector-General reports that quinine is used as a prophylactic in some jails, but not in others. Dysentery caused 7 deaths, tubercle of the lungs 6 and pneumonia 4. In the Central jail at Jubbulpore there was no admission into hospital for dysentery or for diarrhœa during the year. In all the jails diarrhœa caused 113 admissions into hospital and one death, compared with 128 admissions and one death in 1905.

Madras.—The daily average strength, which was 9,320 in 1904 and 10,147 in 1905, increased in 1906 to 10,428. The admission rate fell from 469 to 417 per mille, and the

constantly sick rate from 19 to 18 per mille, but the death rate rose from 15·87 per mille in 1905 to the comparatively high figure of 21·77 per mille in 1906. This was due mainly to the occurrence of cholera, the death rate from which was higher than in any year since 1897. This disease attacked the prisoners in eight jails and caused in all 82 admissions into hospital and 45 deaths. There were 25 cases with 12 deaths at the Coimbatore central jail, 20 cases with 6 deaths at the Madura jail, 13 cases with 11 deaths at the Russelkonda jail and 12 cases with 6 deaths at the Rajahmundry central jail. In at least one instance the disease was introduced into a jail, not by newly admitted prisoners, but by warders or other jail officials who had visited infected areas, and the Inspector-General draws attention to the advisability of limiting the movements of warders during times of epidemic. The water-supply of the Rajahmundry central jail is apparently faulty and the Inspector-General reports that it becomes polluted periodically. Dysentery which caused 18·72 per cent. of the total admissions into hospital, and intermittent fever which caused 14·46 per cent. were the principal causes of sickness, and cholera (19·8 per cent. of all deaths), dysentery (19·8 per cent.), tubercle of the lungs (11·5) and pneumonia (7·5) the principal causes of death. The death rate from dysentery was higher than in any year since 1898. The Inspector-General remarks that there is reason to believe that in many jails the grain is not always thoroughly freed from gravel before being ground and that the use of soft mill stones must add largely to the amount of grit present in the flour. There was only a very slight increase in the death rate from tubercle of the lungs as compared with the previous year, and as usual the comparatively low fatality of this disease in the Madras jails is a satisfactory feature of the statistics. At Trichinopoly, where there is a special ward for open air treatment, 23 patients suffering from tubercle were admitted, and of these only 4 died during the year; at Bellary also only 4 of the 20 tuberculous patients admitted into hospital died. In this jail a special ward for the treatment of patients in the open air is being constructed.

Bombay.—The daily average population of the jails in Bombay increased from 7,851 in 1905 to 7,925 in 1906, and the admission, constantly sick and death rates rose from 603 to 689, from 27 to 31 and from 17·45 to 20·69 per thousand, respectively. The principal cause of sickness was ague which accounted for 20·21 per cent. of the total admissions into hospital and the principal causes of death were pneumonia and cholera, the former accounting for 17·7 per cent. of all deaths and the latter for 11·0 per cent. There were in all 45 cases of cholera with 18 deaths, the chief outbreaks occurring in the Bombay Common Prison (36 cases and 15 deaths) and in the Yerrowda central prison (8 cases and 3 deaths). An under-trial prisoner was the first person attacked in the Common Prison and the outbreak was confined to persons living in the barrack of the quarters for under-trial prisoners. There was an interval of five days between the occurrence of the first and second cases and the same interval between the second and third. This case occurred on the 13th of November and between this date and the 18th, 28 prisoners were attacked. The evidence appeared to indicate that the germs of the disease had been introduced in the food of under-trial prisoners. Food brought into the jail from an infected area was also suspected to be the cause of the outbreak in the Yerrowda prison. The diagnosis in three of the cases which occurred in this prison was confirmed by a bacteriological examination made at the Parel laboratory. Pneumonia caused 122 admissions into hospital and 29 deaths and dysentery 434 admissions and 16 deaths, both diseases having considerably higher death rates than in 1905. Pneumonia was, as usual, chiefly prevalent among the convicts of the Sind Gang, who are employed on railway work and are exposed to all weathers. Their barrack accommodation has been increased and more efficient means of ventilation provided; they are not sent out to work until a late hour of the morning and not until they have received some hot food; all their clothing and bedding is numbered; those patients suffering from pneumonia are promptly isolated, and their bedding and clothing burned.

The Shikarpore jail was closed at the end of November 1906, all the prisoners being moved to Sukkur.

Burma.—No defect in accommodation or ventilation was reported during 1906 by the medical officers of 28 of the 32 jails in Burma, but there was more or less over-crowding in 17 jails, and in 20 jails there is no separate hospital accommodation for the isolation of cases of infectious disease. The average strength of the jail population which was 12,639 in 1905 rose to 13,369 in 1906, but the admission, constantly sick and death rates fell from 320, 17 and 17·01 per thousand, respectively, in 1905 to 280, 16 and 14·81 per thousand. The three rates were the lowest on record for Burma. Intermittent fever and abscesses were the chief causes of sickness, and tubercle of the lungs, dysentery and

pneumonia the chief causes of death. The admission rate on account of intermittent fever was only 49·7 per mille, which is far lower than that recorded in any other administration. Apparently quinine was used prophylactically in most jails, but the doses given and the plans adopted to secure proper administration are not stated. "Mosquito brigades" were organized in some jails. It is mentioned by the Inspector-General that at Rangoon only those cases are returned as intermittent fever in which malaria parasites are found by microscopic examination of the blood, and this probably accounts for only 18 cases being recorded as having occurred during the year in this jail as compared with 124 cases of simple continued fever. At Insein, which is near Rangoon, this practice is not adopted and here 101 cases of intermittent fever were recorded, and not a single case of simple continued fever. There were 114 cases of tubercle with 56 deaths, the case-mortality for the year being higher than in any other administration except the Punjab. The Inspector-General states that arrangements are made for the segregation of all patients suffering from this disease and that the open air system of treatment is carried out as far as local conditions permit. Apparently all the patients during 1906 were treated in jails where there is ample accommodation for carrying out these measures, but the results were disappointing, and in the Rangoon central jail, where there is a special ward capable of accommodating 34 tuberculous patients, 18 of the 22 patients admitted during the year died. There was a satisfactory decrease in the sickness and mortality from dysentery. The great majority of cases of this disease occurred in the central jails at Thayetmyo and Myingyan and the Inspector-General is of opinion that in the former jail the cause was the impurity of the water-supply, which at present is obtained from the Irrawaddy river. A scheme for the improvement of the present supply and another for providing a supply from a new source are under consideration. Seven cases of cholera (with 3 deaths) and 2 of plague (one fatal) occurred during the year. Only one prisoner suffered from beri-beri which he had contracted before his admission to jail.

The diets issued to prisoners were the same as in the previous year, and the Inspector-General attributes a considerable share in the marked improvement shown in the health of the prisoners during recent years to the great attention which has been paid to the food supply.

Ajmer, Mercara, Quetta and Secunderabad.—In the jail at Ajmer there was overcrowding for eleven months of the year. The water-supply from the jail wells was insufficient and had to be supplemented by purchasing water from the municipality. The average annual strength of the jail population was 465, and 192 admissions into hospital and 10 deaths occurred during the year, giving ratios of 412·9 and 21·51 per thousand, respectively, as compared with 390·8 and 16·99 in 1905. There were 10 cases of guinea worm. In the Mercara jail, where the average annual strength was 95, there were 10 deaths during the year, three being due to pneumonia, three to diarrhœa, and one each to hepatitis, hydatid of the liver, heart disease and old age. At Quetta, where the average annual strength was 58, there was no death, and at Secunderabad (the average annual strength being 81) there were two, of which one was due to acute mania and the other to epilepsy.

Andamans.—In 1906 the rainfall recorded at the observing station in the Andaman Islands was 99·23 inches, nearly 2 inches less than in the previous year and 22 inches less than the mean of the previous five years. There was a further increase of the convict population, the average strength being 14,688 or 340 more than in 1905. Accommodation was increased by the erection of 15 temporary barracks, and each convict has now 50 square feet surface area in a large well-ventilated barrack. There was no over-crowding except occasionally in the hospital. The improvement in the food supply to which reference was made in last year's report was maintained; the supply of wheat has been improved, the issue of *urad* dhall has been discontinued, and *mung* dhall is given three times and *urhur* dhall four times a week to all labouring convicts. Water is obtained from tanks, wells and springs and is boiled at all the large stations; condensed water is supplied for drinking purposes to the inmates of the 'female' and cellular jails. The Senior Medical Officer recommends the introduction of filter beds at Hope Town and the fitting of a covering of galvanised iron to all the wells in the Settlement.

The admission rate rose from 1,898 to 2,041 per thousand and the constantly sick rate from 68 to 70, but there was a remarkable fall in the death rate from 38·96 per thousand in 1905 and a quinquennial mean of 37·38, to 27·30, the fall being due almost entirely to the reduction in the number of deaths from dysentery.

The number of admissions to hospital on account of dysentery fell from 2,359 in 1905 to 1,381, and the number of deaths from 187 to 72, the admission and death rates

falling, respectively, from 164·4 and 13·03 to 94·0 and 4·90, rates which are comparable with those recorded in Indian prisons. The improvement is ascribed by Major Fearnside to precautions taken to prevent infectious matter getting into water-supplies and to improvement in the quality of the food. The admission rate for tubercle of the lungs fell from 11·4 to 6·9 per thousand, and the death rate from 6·48 to 5·58. The admission rate on account of pneumonia, however, rose from 11·0 to 15·8 per thousand, and the death rate from 4·81 to 5·38; the greater prevalence of this disease being due to an epidemic of influenza. There were 385 cases of influenza admitted to hospital during the year, and fatal pneumonia followed the attack in 47 instances.

Intermittent and remittent fevers were the cause of 21,362 admissions and 51 deaths, the admission rate, 1,454·4 per 1,000, and the death rate, 3·47, being both lower than in 1905. Anti-mosquito measures are stated to have freed the Island of Ross from malaria, and are being undertaken elsewhere. The temporary barracks are infested by anopheles mosquitoes, and the Senior Medical Officer would replace these thatched structures by permanent barracks whenever funds permit. Major Fearnside notes the frequent occurrence of a fever, lasting from three to ten weeks; no malaria parasites are present in the blood, and the disease which is clinically distinct from enteric fever, resembles Malta fever.

Conclusion.—The maintenance of favourable statistics of the health of the prisoners in spite of the unhealthy character of the year is most satisfactory; it shows that the high standard of care and skill reached by the Inspectors-General and the staff of the prisons is not only being maintained but is being raised; and it justifies the hope that in the near future there will be a still further reduction in prison mortality.

The General Population.

(For Statistical Tables—*see* pages 129—131.)

Births in India.—The populations of the areas in which births were registered in the Indian Empire in 1906 aggregated 223,511,195 according to the census of 1901, and the number of births registered during the year was 8,448,478.

As the date of the census recedes it is evident that the birth and death rates calculated upon the census populations become less accurate; where there has been an increase in the population the calculated rates are too high, but in Indian statistics corrections for this error are difficult to make, because owing to the large fluctuations in the numbers of births and deaths which occur from year to year the changes in the numbers of the different populations are irregular, and because the addition of the increase or subtraction of the decrease deduced from the registration figures would mislead in proportion to the defects in registration. There are defects in the registration nearly everywhere, and in some places the defects are very serious. Improvement in registration is, however, being steadily effected, and in some of the provinces the errors in the numbers of births and deaths registered are comparatively small, although the causes of death are everywhere, except in a few of the greater cities, incorrectly reported.

The calculated birth rate in 1906 was 37·80 per thousand compared with 39·13 in 1905 and 38·41 the average of the five years ending with 1905. The provincial rates ranged from 51·72 per thousand in the Central Provinces and Berar, to 30·9 in Madras and 28·91 and 26·10 in the small provinces of Ajmer-Merwara and Coorg, respectively. In all provinces except Bombay, the North-West Frontier Province and Coorg the birth rates of 1906 were lower than those of the preceding year, but the only variations over 2 per mille were an increase of 3·2 per mille in the North-West Frontier Province, and decreases of 8·41 in Ajmer-Merwara, of 2·30 in the Central Provinces and Berar, of 2·23 in Bengal and of 2·01 in Lower Burma. In all provinces, except three, the birth rates were higher than the death rates, the most considerable excesses being 8·25 per thousand in the Central Provinces and Berar, 6·8 in the Punjab, 5·71 in Eastern Bengal and Assam and 5·18 in Lower Burma. The three provinces in which the birth rates were exceeded by the death rates, were Bombay, Ajmer-Merwara and Coorg. In Bombay the birth rate of 1906, although low, was higher than the mean of recent years, the death rate was high owing to the persistence of plague and the unusual prevalence of cholera, fevers and bowel complaints. In Upper Burma birth registration is confined to a few towns and is exceedingly defective, death registration is general and is less defective. In Ajmer-Merwara the birth rate was unusually low in 1906, and in Coorg, owing to the deficiency of females in the population, the birth rate is always low. The mean percentage of male to female births was 106·88, the percentages ranging from 118·8 in the North-West Frontier Province to 104·4 in Madras and 97·28 in Coorg.

Deaths in India.—The populations among whom deaths are registered aggregate 226,125,682 according to the census of 1901; the excess over the number among whom births are registered being due to the inclusion of 2,614,487 persons in Upper Burma among whom births are not at present registered. The number of deaths registered during 1906 was 7,852,330 compared with 8,117,771 in 1905, and the death rate fell from 35·96 per thousand in that year to 34·73, the decrease being due to the great decline in the mortality from plague, while the mean for the quinquennium ending 1905, was 32·91. The fall in the general death rate was, however, due to lessened mortality in the more populous provinces of Northern India; in Madras, Bombay, Burma, the Central Provinces and Berar, the North-West Frontier Province and Coorg the death rates of 1906 were higher than those of 1905. The highest death rates were 43·47 per thousand in the Central Provinces and Berar and 39·07 in the United Provinces, and the lowest 27·15 in Lower Burma, 27·4 in Madras, and 26·22 in Upper Burma. In every province except Bengal and Eastern Bengal and Assam, the urban mortality was higher than the rural.

The greatest mortality occurred in October, November and December and the least in February and March. In most provinces the male death rates were higher than the female death rates, but the United Provinces, the Punjab, the North-West Frontier Province, Ajmer-Merwara and Coorg were exceptions to the general rule.

Male infants died at the rate of 228·30 per thousand born and female infants at the rate of 217·52, compared with rates of 231·11 and 217·72 in 1905. In the provinces the highest male infantile mortality was 317·5, per thousand born, in Ajmer-Merwara and 292·16 in the Central Provinces and Berar and the lowest 205·9 in Eastern Bengal and

Assam and 200·0 in Madras. The same positions are taken by these provinces in respect of female infantile mortality, the highest rates were 317·9 and 266·35 per thousand born in Ajmer-Merwara and the Central Provinces and Berar, and the lowest 187·7 in Eastern Bengal and Assam and 182·1 in Madras. In all provinces except Coorg, as we have seen, the birth rates of males were higher than the birth rates of females, but in the United Provinces, the Punjab, the North-West Frontier Province and Ajmer-Merwara, the death rates of female infants were higher than the death rates of male infants.

Cholera was present in every province except the North-West Frontier Province, and was severe in Madras (death rate 3·9), Bengal (3·81), Eastern Bengal and Assam (3·63), the Central Provinces and Berar (3·26), the United Provinces (3·14) and Bombay (2·50). Small-pox was more widespread than in 1905 and the death rates were upwards of ·5 per thousand in seven provinces, the highest being 1·42 in Lower Burma, 1·30 in Coorg, ·83 in the Central Provinces and Berar and ·8 in Madras. Plague was much less prevalent than in 1905, and although no province except Coorg, escaped altogether, the death rates in Eastern Bengal and Assam (·002), Madras (·02), and the North-West Frontier Province (·02) were low, and the rates in the Punjab (4·56), Bombay (2·79), the United Provinces (1·46) and Ajmer-Merwara (·14) were much lower than in 1905. In Upper Burma, however, the plague death rate rose from ·22 to 1·17. The fever death rates were considerably higher than in the previous year in all provinces except Bengal and Eastern Bengal and Assam, and the death rates from dysentery and diarrhœa were nearly everywhere greater. Respiratory diseases continue to be very badly registered and the only rates over 1 per 1,000 were 3·28 in Bombay, 2·48 in the Punjab and 1·40 in the Central Provinces and Berar, in all of which plague was severe.

Bengal.—The first three months of the year were unusually wet and cold, the rainfall in February being extraordinarily heavy and continuous. In April and May the rainfall was less than usual. The south-west monsoon was established about the middle of June, but the rainfall was irregularly distributed and except in Bihar was in defect. In consequence of this irregularity, agricultural produce was below normal in most of the districts, and even in districts such as Gaya and Bhagulpur, where the harvests were fairly good, the supply of food grains was depleted on account of the demand in Eastern Bengal, where there was great scarcity. These conditions following the bad harvests of recent years raised the prices of food, and during the last six months of the year in many places prices were nearly twice as high as usual.

There was a considerable decrease in the number of births recorded as compared with 1905, the total falling from 1,973,301 in that year to 1,885,725, and the birth rate fell from 39·59 per thousand, the mean of the previous five years, and 39·55 in 1905 to 37·32 in 1906. The birth rate was over 45 per thousand in five districts, namely, Palamau 55·06, Hazaribagh 48·95, Gaya 47·15, Ranchi 46·27, and Sambalpur 45·05 ; and it was under 30 per thousand in three, namely, Burdwan 29·61, Hooghly 28·93 and Calcutta 17·79. In four towns, Sahibganj (61·92), Katihar (60·37), Jamalpur (59·34) and Kurseong the birth rates were over 50 per thousand; at the other end of the scale was South Barrackpore with a rate of 4·50. In many of the towns exceptionally low birth rates are due to the small numbers of females among the populations. The mean percentage of male to female births was 105, the percentages in the districts ranging from 111 in Howrah to 100 in Manbhum.

The number of deaths recorded during the year was 1,823,243, or 99,126 fewer than in 1905, and the death rate was 36·08 per thousand compared with 38·53 in 1905 and a mean of 34·15 in the previous five years, the fall in the death rate of 1906 being due to a decline in the mortality from plague and the diseases grouped under the heading "fevers." In the districts, the highest death rates were 47·51 in Patna, where plague (9·15) was severe ; 47·48 in Purnea, where the death rates from fever (35·97) and cholera (9·37) were very high, and 43·04 in Bhagalpur where also the mortality from cholera (8·23) and fever (28·92) was excessive. In rural areas the mean death rate was 36·15 compared with 35·03 in the towns in which the rates ranged from 74·13 in Monghyr to 7·97 in Ulubaria.

Among Hindus and Muhammadans the death rates were, respectively, 36·63 and 36·13 per thousand, among Buddhists and "other classes" 32·56 and 30·92, and among Christians 23·38.

Male and female infants died at the rates of 214·1 and 198·1 per thousand born, respectively ; and boys and girls over one year and under five years of age died at the rates of 58·12 and 51·25 per thousand of the census population. Although the male and female death rates approached each other closely in the age periods 15-20 and 20-30,

the male rates were the higher in every age period, the general male death rate being 37·91 and the female 34·28.

Registration by a professional agency.—The experiment of employing a professional agency in a selected area to ascertain the actual causes of the deaths registered, referred to on page 82 of the abstract for 1905-06 was begun in the Galsi *thana* of the Burdwan District in Bengal. The enquiry is being conducted by an Assistant Surgeon assisted by two Hospital Assistants and will be continued for two years. The population of the area according to the results of a census taken at the commencement of the enquiry is 52,948. The enquiry began on the 1st of August 1906, and during the year ending on the 31st of July 1907, the causes of 2,311 deaths were investigated. The following statement shows the results obtained :—

——	Cholera.	Small-pox.	Plague.	Fever.	Dysentery and Diarrhœa.	Respiratory Diseases.	Injuries.	All other causes.	Total.
Number of deaths recorded in the *thana* register.	128	20	...	1,726	88	35	1	313	2,311
Number of deaths according to the results of the investigation.	153	26	...	975	446	488	3	238	2,311
Ratio per thousand according to the returns in the *thana* register.	2·42	·38	...	32·60	1·66	·65	·02	5·91	43·65
Ratio per thousand according to the results of the investigation.	2·55	·49	...	18·41	8·42	9·22	·06	4·49	43·65

Eastern Bengal and Assam.—The rainfall of 1906 was approximately normal in amount and was fairly evenly distributed ; but the great rivers of the delta which drain the Himalayas in the north rose to unusual heights and many districts suffered from floods. The high prices of grain ruling in the end of 1905 in certain districts spread throughout the province ; these high prices are ascribed rather to the effect of floods injuring the growing rice crop or delaying the importation of grain and to excessive exports, than to unfavourable meteorological conditions. Relief works were opened and assistance was freely given, while arrangements were made for the speedy reporting of mortuary statistics from the districts most affected so that the occurrence of unusual mortality could be ascertained without delay. It seems that the classes unconnected with agriculture, small traders and people living in towns on small fixed incomes suffered most and that the effects of scarcity are hardly discernible in the vital statistics of the year except possibly in the lowered birth rates of some districts.

The number of births recorded was 1,114,526, and the birth rate 37·38 per thousand, compared with 39·37 in 1905 and a quinquennial mean of 39·63. The highest district rates were 45·94 in Goalpara, 44·51 in Noakhali and 44·34 in Malda ; the lowest 33·52 in Sibsagar, 33·14 in Lakhimpur and 32·55 in Sylhet. In rural areas the mean birth rate was 37·74 per thousand compared with 20·73 in the towns among which rates varied from 48·90 in Barpeta to ·95 in Jhalakati. These two towns, the provincial Sanitary Commissioner remarks, may be taken as types of opposite social conditions. Barpeta is a residential town where the female population at child-bearing ages is in slight excess of the male population at corresponding ages ; there is little immigration or emigration and the number of foreigners is small. The birth rate per thousand of married women at child-bearing ages is 307 per thousand. Jhalakati, like most of the riverine towns in Eastern Bengal, is a centre of trade and few of the traders have their wives with them. The proportion of males to females is as ten to one, the birth rate among the married women is 46·11 per thousand, and the birth rate per thousand women at the child-bearing age is only 5·78 per thousand.

The mean percentage of male to female births throughout the province was 107, the extremes in the districts being 120 in Bogra and 102 in Lakhimpur.

The number of deaths registered was 944,335 equal to a death rate of 31·67 per thousand which is 3·39 less than the rate of 1905 and almost exactly the same as the quinquennial mean. The highest district death rates were 48·88 in Goalpara, where 35·80 per thousand deaths were ascribed to fever and 6·45 to cholera, 47·84 in Darrang, where the cholera death rate was 16·76 per thousand, and 44·84 in Dinajpur, where all but 3·62 per thousand of the deaths were recorded under the heading 'fever.' The lowest rates were 25·60, 25·53 and 23·22 registered, respectively, in Mymensingh, Pabna and Sylhet. In rural areas the mean death rate was 31·83 compared with 24·15 in the towns, among which the highest rates were 85·79, registered in Mangaldai, a village in which more than

half the deaths were due to cholera ; 56·21 in Barpeta, where a death rate of 33·09 was due to the occurrence of small-pox among a community that have religious objections to vaccination ; and 47·94 in the small town of Jorhat, where besides an exceptionally high death rate under the heading "all other causes," cholera and bowel complaints gave rise to death rates of 5·51 and 5·86 per mille, respectively. The lowest rates were 10·90 in Pabna, 7·39 in Sirajganj and 5·73 in Jhalakati.

The highest death rate was 49·69 among 'other classes.' Hindus came next with 32·36, then Muhammadans 30·65, then Christians 23·91 and lastly Buddhists, 23·12 ; the vast majority of the Buddhists in the province live in the Chittagong district where the recorded death rate among them was only 1·6.

Male infants died at the rate of 205·9 and female infants at the rate of 187·7 per thousand born, respectively ; and boys and girls over one year and under five years of age at the rates of 45·68 and 38·76. At all age periods, except the three between 15 and 40, the male death rates were the higher, the general rates being 32·59 and 30·71 among males and females, respectively.

Tea gardens.—The mean annual strength of the coolies employed on tea gardens in Assam during the twelve months ending the 30th June 1907 was 680,772, showing an increase in the 12 months of 9,809. Of the total labour force 38·75 per cent. was employed in the Surma Valley and 61·25 per cent. in the Assam Valley, the distribution approximating closely to that of the preceding year. The birth rate showed a decrease, being 28·3 per thousand of the total population and 91·8 per thousand of the adult female population against 29·2 and 94·7 per thousand, respectively, in 1905-06. These rates compare unfavourably with the corresponding provincial ratios of 37·38 and 122·7.

The registered death rate was 22·0 per mille compared with 24·0 in the preceding year, the total number of deaths being 15,007. The principal causes of deaths were dysentery (2,769), malarial fever (2,204), diseases of the respiratory organs (1,805), anchylostomiasis (1,668) diarrhœa (1,628), and cholera (1,164).

The death rate among coolies from all recruiting areas except Madras showed a slight decrease. The mortality among coolies from that province increased from 26·64 to 30·88.

The number of unhealthy gardens, *i.e.*, those with a death rate of over 70 per mille, was 8 out of a total of 748, against 10 out of a total of 757 in the previous year.

There were 98 deaths among coolies travelling to the Assam Valley, against 58 in the previous year ; 73 of these deaths were due to cholera. No deaths were reported among coolies in transit to the Surma Valley or at the Sylhet depots.

United Provinces.—The number of births registered was 1,918,425, or 48,584 fewer than in 1905 and the birth rate, which averaged 44·25 per thousand in the previous five years and was 41·24 in 1905, fell to 40·22. Among the district birth rates the highest were 54·42 in Bijnor, 53·62 in Pilibhit and 53·33 in Shahjahanpur ; in other five districts, comprising the remaining districts of the Rohilkhand division and Hardoi and Kheri, the rates were over 50 per mille, and in other six they were over 45, while in only two districts, Dehra Dun 28·13, and Ballia 27·74, were they below 30. In the 89 municipal towns the mean birth rate was 39·30, and in only 31 of them were the birth rates higher than the death rates.

The mean percentage of male to female births was 108·72 ; in three districts, Dehra Dun 124·29, Banda 115·31 and Ballia 113·03, the percentages were exceptionally high, elsewhere they ranged from 112·46 in Muttra to 103·06 in Almora.

The number of deaths recorded fell from 2,098,300 in 1905 to 1,863,336 in 1906, and the death rate from 44·00 per mille to 39·07, compared with the quinquennial mean of 36·36. The decline of 4·93 per thousand in the death rate as compared with 1905 was almost entirely due to the lessened prevalence of plague from which the death rate fell from 8·05 to 1·46 ; cholera and fevers were much more prevalent than usual.

Among the districts the highest death rates were 80·75 in Jalaun, 73·34 in Jhansi, and 65·21 in Hamirpur, adjoining districts in the south of the province in which cholera and fevers were exceptionally severe. In three districts Partabgarh 29·98, Almora 28·40, and Dehra Dun 26·63, the death rates were under 30 per mille.

In rural areas the mean death rate was 38·31 compared with 49·15 in the towns, in which the rates ranged from 111·95 in Nagina and 88·20 in Najibabad to 24·78 in Sardhana.

Hindus and Muhammadans died at the rates of 39·33 and 38·52 per thousand, respectively, and 'other classes' and Christians at the rates of 13·77 and 11·41.

Male infants died at the rate of 249·7, and female infants at the rate of 252·2 per thousand born, respectively ; and boys and girls between one year and five years of age

died at the rates of 78·16 and 78·40 per thousand of the census populations at those ages. In the four age periods between 10 and 40 years the female death rates were the higher, in all other age periods the male death rates were the higher, the general rates being 38·72 per thousand among males and 39·44 among females.

Punjab.—During the first quarter of the year the temperature was lower than usual, and in February and March the rainfall was exceptionally heavy. April and May were hotter and drier than usual, and in June, although the rainfall in the hills was very abundant, precipitation on the plains was below normal. The monsoon rains on the plains were scanty in July, which was abnormally hot, but were copious thereafter. The weather of the last three months of the year was dry and warm. The prices of food grains which, on account of the demand from other provinces, were high in the beginning of the year, fell when the prospects of the spring harvest were assured, and reached normal rates towards the end of the year.

The number of births registered in 1906 was 878,006, compared with 893,360 in the previous year, and the birth rate fell from 44·4 per thousand to 43·7 which is, however, 2·1 per thousand higher than the quinquennial mean. The highest district birth rates were 53·7 per mille in Lyallpur—Chenab Colony, 49·8 in Multan and 48·2 in Sialkot, and the lowest 34·7 in Rohtak, where there was scarcity in the end of 1905 and beginning of 1906, 33·9 in Dera Ghazi Khan and 20·0 in Simla. In rural areas the mean birth rate was 43·9 against 40·0 in the towns. The mean percentage of male to female births was 109·7, the percentages, omitting the exceptional percentage of 121·9 in Dera Ghazi Khan, ranging in the districts from 115·7 in Mianwali to 104·3 in Simla.

The recorded deaths numbered 742,906, no less than 213,202 fewer than in the previous year, the reduction in the number being due to the diminished prevalence of plague from which the recorded number of deaths fell from 390,233 in 1905 to 104,863 in 1906. The death rate from all causes was 36·9 per mille, compared with 47·6 in the previous year and 45·2, the mean of the previous five years. Among the districts the death rate varied between 49·7 per thousand in Sialkot and 24·2 in Simla. The mean rural death rate was 36·08, compared with 44·73 in the towns among which rates ranged from 89·23 in Zira, a small plague-stricken town in the Ferozepore district, 81·91 in Bhiwani where the death rate from plague was 36·42, and 79·43 in Sangla, a small town in Gujranwala where plague was present and the death rates recorded under the heading fevers and all other causes were exceptionally high, to 9·6 in Khangah Dogran in Gujranwala.

Hindus and Muhammadans died at the rates of 37·51 and 36·42 per thousand, respectively, and other classes and Christians at the rates of 77·19 and 30·57.

Calculated upon the births registered during the year the death rates of infants were 230·2 and 240·1 per thousand among males and females, respectively. Boys and girls between the ages of one year and five years died at the rates of 70·23 and 76·94, respectively; and at all other age periods the female death rates were the higher—the general death rate among males being 34·7 and among females 39·5.

North-West Frontier Province.—The number of births registered rose from 70,369 in 1905 to 76,834 and the birth rate from a mean of 33·2 per thousand in the five years ending 1905, and 35·4 in that year, to 38·6 which is the highest rate hitherto recorded. Allowance being made for the increase in the population since the date of the census, it appears that the rise in the birth rate is largely due to improved registration. The special measures for the check of registration carried out during the last three years were continued and show that although the proportion of male to female births is very high, it is possibly exaggerated by defective registration. In the districts the birth rates ranged from 46·1 in Kohat to 36·2 in Dera Ismail Khan, and the percentages of male to female births from 129·7 in Peshawar to 108·8 in Hazara, the provincial mean being 118·8.

The deaths registered numbered 67,149 or 13,822 more than in 1905, and the death rate was 33·7 per thousand compared with 26·8 in 1905 and a quinquennial mean of 25·6. The autumn was very unhealthy, the monthly death rates reaching 5·16 and 5·80 per mille in November and December respectively. In the districts the death rates ranged from 44·2 in Dera Ismail Khan to 31·9 in Peshawar and in Hazara. In rural areas the mean death rate was 33·50, compared with 36·28 in the towns, among which exceptionally high rates were recorded in Buffa, 52·21, of which 36·14 were attributed to fevers, in Haripur, 50·91, of which 9·14 were registered as due to respiratory diseases, and in Lakki, 47·14.

The Muhammadan death rate was 34·35 compared with a rate of 27·84 among the Hindus who number about one-fifteenth of the population.

Male infants died at the rate of 224·5 per thousand born during the year and female infants at the rate of 224·7 ; and boys and girls between the ages of one year and five years died at the rates of 67·02 and 72·82 per thousand of the census populations at those ages. At all age periods the female death rates were higher than the male death rates, the general rates of the sexes being 31·7 among males and 36·0 among females.

Central Provinces and Berar.—The drought in the last quarter of 1905 followed by heavy showers and hail in February caused some damage to the *rabi* crops ; but the monsoon broke early in June and the abundant well distributed rainfall ensured a good supply of food grains. The heavy rainfall, however, was followed by an unhealthy autumn, and mortality was high in August, September and October.

The number of births registered was 614,616, and the birth rate was 51·72 per thousand, compared with 54·02 in 1905 and a five years average of 45·83. In three districts the rates were 60 per cent. or over, namely, Betul 62·78, Nimar 60·46 and Chhindwara 60·0, and in only one district, Jubbulpore, 44·91, was the rate below 45. In rural areas the mean birth rate was 52·94 compared with 41·13 in the towns, the rural rate being the higher in every district except Amraoti. The provincial percentage of male to female births was 104·52, the extremes being 109·58 in Burhanpur and 102·66 in the newly formed district of Drug.

The registered deaths totalled 516,613, and the death rate was 43·47 per thousand compared with 37·21 in the previous year and 31·33, the quinquennial mean. In the districts the death rates ranged from 64·38 in Yeotmal to 30·0 in Raipur, the mean death rate in rural areas being 42·71 compared with 50·01 in the towns. Among the latter the enormous death rate of 220·59 per thousand was registered in a small town in the Nagpur district called Kalmeshwar, where more than 12 per cent. of the inhabitants died of plague and more than one per cent. from cholera. The two next highest urban death rates were registered in the same district, in Saoner 133·13 and Kamptee 95·55, in both of which plague was very severe.

The death rate of male infants was 292·16 and of female infants 266·35 per thousand born, respectively. The general death rate among males was 55·58 per thousand compared with 41·41 per thousand among females.

Madras.—The number of births registered was 1,125,978 or 50,278 fewer than in 1905, and the birth rate of 1906 was 30·9 per thousand compared with 32·0 in 1905 and 29·4, the quinquennial mean. Among the districts the rates ranged from 37·6 in South Canara to 20·4 in Nellore ; the rates in 16 of the districts being lower than in the previous year, a result which is ascribed to the continued high price of food grains. In rural areas the mean birth rate was 30·7 or 1·7 per thousand less than the mean of the populations of the towns, among which by far the highest birth rate was 61·7 in Vaniyambadi, the rates elsewhere varying between 50·5 in Dindigul and 4·1 in Rajempet.

The percentage of male to female births was 104·4, the percentages in the different districts varying between 106·5 in Ganjam and 101·3 in Kurnool.

The registered deaths numbered 998,391 or 212,268 more than in 1905, and the death rate which averaged 21·5 per mille in the previous five years and was 21·4 in 1905 rose to 27·4. Cholera, small-pox, fevers, dysentery and diarrhœa and respiratory diseases were all more prevalent than usual. Among the district death rates, the highest was 46·9 recorded in Madras, where dysentery and diarrhœa were specially rife and the death rate under the heading ' all other causes ' was nearly double the presidential mean; elsewhere the rates ranged from 34·3 in the Nilgiris to 22·0 in Nellore. The mean rural death rate was 26·6 per thousand compared with 33·4 in the towns, among which the highest death rate was 77·5 recorded in Suluru, a town in Vizagapatam in which the death rate from cholera was 50·2 per thousand. The death rates in the other towns ranged from 56·9 in Narasannapeta to 6·1 in Gobichettipalayam.

Among Muhammadans and Hindus the death rates were, respectively, 28·1 and 27·5 per thousand, and among Christians and 'other classes,' 23·6 and 16·2.

Male and female infants died at the rates of 200·0 and 182·1 per thousand born, respectively, and boys and girls between one year of age and five at the rates of 38·8 and 36·7 calculated on the census population. At all age periods except 15-20 and 20-30 the male death rates were the higher, the rates for the sexes being 28·2 among males and 26·5 among females.

Coorg.—The number of births registered was 4,713 and the birth rate was 26·10 per thousand compared with 25·31 in 1905 and 23·31, the quinquennial mean. The rates ranged from 39·97 in Padinalknad to 20·37 in Mercara, the percentage of male to female births being 107·47 in Mercara and varying elsewhere between 98·27 in Kiggatnad and 94·24 in Padinalknad.

The registered deaths numbered 5,285 and the death rate which had fallen from a quinquennial mean of 29·57 per thousand to 26·24 in 1905 rose to 29·26, the district rates ranging from 33·36 in Nanjarajpatna to 23·69 in the Kiggatnad, the mean in rural areas being 28·59 against 36·59 in the towns.

Male and female infants died at the rates of 247·0 and 232·7 per thousand born, respectively. The male were higher than the female death rates in all age periods except 5-10, 15-20, 20-30 and 30-40, the rates of the sexes being 28·68 and 29·99 per thousand among males and females, respectively.

Bombay.—The scanty rainfall and the consequent failure of crops resulted in high prices of food grains amounting to scarcity in certain of the Deccan districts, but fortunately the rains of 1906 were abundant and well distributed, so that prices fell although they continued at a higher level than normal until the end of the year.

The number of births registered was 625,486, and the birth rate was 33·84 per thousand, compared with 33·07 in 1905 and a quinquennial mean of 31·75 By far the highest district birth rate was 52·47 per thousand recorded in Khandesh; in the other districts of Bombay proper the rates ranged from 46·72 in Nasik to 30·0 in Ratnagiri. In the urban district of Bombay the birth rate was 26·96, and in the districts of Sind the rates ranged from 24·67 in Sukkur to 16·63 in Hyderabad. The mean percentage of male to female births throughout the presidency was 107·60; but while in the Bombay districts the highest percentage was 112·0 in Kaira and the lowest 101·79 in Kanara, in the Sind districts the lowest percentage was 114·71 in Karachi and the highest 137·45 in Hyderabad.

The recorded deaths numbered 648,019 compared with 588,394, and the death rate was 35·06 per thousand as compared with 31·84 in 1905 and a mean of 38·66 in the five years ending with 1905. There was a further decline of 1·07 per mille in the plague death rate, but cholera, fevers and bowel complaints were more prevalent than usual. Among the districts the highest death rate was 68·98 in Bombay City where plague was again epidemic and caused a death rate of 14·20 per thousand. In the Poona district the death rate was 50·84, including high rates from plague, cholera and bowel complaints; the next highest rates were 43·04 in Ahmedabad and 40·71 in Nasik, in the former the fever death rate was very high and in the latter the death rates from cholera and from 'all other causes' were exceptionally high. The lowest district death rates were 23·67 in Thar and Parkar, 21·56 in Hyderabad and 21·39 in Ratnagiri. In rural areas the mean mortality was 32·25 compared with a mean of 53·76 in the towns, in which, excluding the exceptional death rate of 103·56 in Poona, where plague caused 7,319 deaths equal to a rate of 60·72 per thousand, the rates ranged from 75·77 in Viramgam to 12·29 in Ahmednagar Cantonment and 8·75 in Ahmedabad Cantonment.

Among the sects Christians had the lowest death rate, 24·96 per thousand, and 'other classes' the highest, 78·51; the other rates being Hindus, 36·64, Muhammadans, 29·26, Parsis, 27·29 and Jains, 26·15.

Male infants died at the rate of 226·0 and female infants at the rate of 214·17 per thousand born, respectively; and boys and girls between the ages of one and five years died at the rates of 63·53 and 62·10, respectively. The male death rates were the higher in all age periods except 5-10, 10-15, 15-20, and 20-30, the general rates being 35·26 among males and 34·85 among females.

Lower Burma.—The prices of food grains were higher than usual, partly on account of damage by rain to the crops after reaping, but mainly on account of large exports to India; there is, however, no evidence that the high prices exercised any influence on the vital statistics.

The number of births registered was 180,025 and the birth rate was 32·33 per thousand, considerably lower than the rate registered in the previous year, 34·34, and slightly lower than the quinquennial mean. In only three districts, Mergui, 43·45, Sandoway, 42·67, and Tavoy, 41·91 were the birth rates over 40 per thousand, and in five, Kyaukpyu 29·88, Maubin 28·35, Amherst 28·17, Akyab 26·46, and Rangoon 17·16 they were below 30. The mean birth rate in rural areas was 33·28, compared with 25·80 in the towns, but the mean urban birth rate is reduced by the very low rates prevailing in Rangoon, Moulmein and Akyab, where there are large floating coolie populations; excluding those towns, the urban birth-rate was 33·52. The percentage of male to female births was 107, the percentage varying greatly in the different districts—in Myaungmya where 8,523 births were registered, it was 120, and in the neighbouring district of Henzada where the births recorded aggregated 16,520, it was 99; in the Arakan districts the percentages were 113 in Sandoway and 111 in Akyab and in Kyaukpyu.

The number of deaths recorded was 151,193 and the death rate was 27·15 compared with 24·93 in 1905 and a quinquennial mean of 22·83, the increase in mortality being shared by all the registered causes of death. The highest death rate was 47·57 in the Rangoon town district, in the other districts the rate ranged from 40·35 in Thayetmyo to 17·43 in Tavoy. In rural areas the mean death rate was 24·89 compared with 42·59 in the towns in which the rates varied between 65·34 in Myanaung which suffered severely from plague and cholera, and 17·22 in Sandoway.

The death rate among Hindus was 35·37 per thousand, their high rate being due to exceptional mortality among them in Myaungmya, Rangoon and Prome; among the Burmese the death rate was 26·88, among Muhammadans 25·59, among Christians 19·14 and among 'other classes' 32·64.

Male infants died at the rate of 236·5 and female infants at the rate of 188·7 per thousand born, respectively; and boys and girls between one year and five years of age died at the rates of 34·25 and 30·62 per thousand of the census populations at those ages. In all age periods the recorded male death rates were higher than the female death rates—owing probably to the large number of male coolie immigrants in the population. The mean male death rate was 28·63, the female rate 25·45.

Upper Burma.—The registration of births is still limited to certain towns—thirteen in 1906, in which the birth rates ranged from 39·22 in Taungdwingyi to 28·58 in Meiktila, and the percentages of male to female births from 128 in Salin and Yamethin to 88 in Monywa.

Death registration is general, and the number of deaths recorded in 1906 was 76,493 equal to a death rate of 26·22 per thousand compared with 22·46 in 1905, and 19·84, the five years' mean. In the districts the rates varied between 43·59 in Mandalay and 18·35 in Sagaing, the mean in rural areas being 23·41 and in towns 50·42. At all age periods except 20-30 and 30-40, the male death rates were the higher, the mean death rates being 27·68 among males and among females 24·91 per thousand.

Ajmer-Merwara.—The registered births numbered 13,789 against 17,802 in 1905, and the mean birth rate which was 30·51 per thousand in the five years ending 1905 and was 37·32 in that year, fell to 28·91 in 1906, the rates having been 33·65 in Merwara and 27·50 in Ajmer.

The deaths recorded aggregated 15,367 and the death rate was 32·22 or 2·03 per thousand less than in 1905 and ·91 more than the quinquennial mean. The registered death rate in Ajmer was 33·74 and in Merwara 27·11. In rural areas the mean was 27·75 compared with 44·21 in the towns among which the rates ranged from 70·94 per thousand in Ajmer suburb to 31·65 in Nasirabad.

The death rates among infants were 317·5 and 317·9 per thousand born among males and females, respectively. Boys and girls over one year of age and under five died at the rates of 135·82 and 145·70 per thousand of the census populations at those ages. In the age period 5-10 the male death rate was slightly higher than the female, and in the age periods over 40 the male rates were considerably greater, but at all other age periods females died at a greater rate than males, the general rates among the sexes being 31·38 and 33·16 among males and females, respectively.

History of the Chief Diseases.

(For Statistical Tables, *see* pages 132—136.)

The table below shows at a glance the number of deaths, and the death rates per 1,000 of population recorded in British territory in India during each of the five years from 1902 to 1906.

Years.	Cholera.	Small-pox.	Fevers.	Dysentery and Diarrhœa.	Plague.	All causes.
1902 ...	224,136	115,443	4,279,351	235,750	456,975	7,112,336
	·99	·51	18·95	1·04	2·02	31·49
1903 ...	312,854	93,693	4,459,237	273,459	686,485	7,881,125
	1·38	·41	19·66	1·21	3·03	34·7
1904 ...	192,835	55,232	4,093,981	240,655	940,609	7,436,472
	·85	·24	18·09	1·06	4·16	32·86
1905 ...	441,786	70,962	4,417,655	264,124	940,821	8,117,771
	1·96	·31	19·57	1·17	4·17	35·96
1906 ...	690,519	109,583	4,452,842	298,117	300,355	7,852,330
	3·05	0·48	19·69	1·32	1·33	34·73

On comparing the figures for the year under review with those for the previous year it will be seen that in 1906 there was a considerable increase in the number of deaths attributed to cholera, small-pox, fevers, and dysentery and diarrhœa, but that the number of deaths recorded as due to plague was only about one-third of the number recorded in 1905, and that from all causes taken together there were recorded in British territory 265,441 fewer deaths than in 1905.

Cholera in India in 1906.—The number of deaths from cholera recorded in British territory during 1906 was 690,519, equal to a death rate of 3·05 per 1,000 of the total population under registration. If the deaths recorded in the Native States from which returns were received are added (Table XXV), the total amounts to 713,664. In the previous year 441,786 deaths from cholera were recorded in British territory, giving a ratio of 1·96 per 1,000 of population, so that during the year under review cholera was more than one and a half times as prevalent as in the previous year. This increase in mortality during 1906 was shared by all the British provinces except Eastern Bengal and Assam and the North-West Frontier Province. The greatest numbers of deaths from the disease during the year were recorded in Bengal, the United Provinces, the Madras Presidency, and Eastern Bengal and Assam. In Eastern Bengal and Assam 34,034 fewer deaths from this disease were recorded than in 1905, but in the Central Provinces 38,768 deaths were reported as compared with 1,217 in 1905, in Madras 142,811 as compared with 16,888, and in Bombay 46,119 as compared with 5,396. The highest death rates were recorded in Madras, Bengal, Eastern Bengal and Assam, the Central Provinces and Berar and the United Provinces, and in all provinces except the Punjab and Bombay, cholera was prevalent throughout the year. As usual the seasonal prevalence of the disease did not correspond in the different provinces: in Bengal and Bombay the greatest number of deaths occurred in April, in Eastern Bengal and Assam in January, in the United Provinces in May, and in the Punjab, the Central Provinces, Madras and Upper Burma in August; and fewest deaths occurred in February in Bengal, in September in Eastern Bengal and Assam, in January in the United Provinces and the Central Provinces, and in March in Madras.

Recent investigations.—In the issues of this report for 1904 and 1905 brief summaries were given of the important researches carried out in Egypt and elsewhere with reference to certain vibrios isolated from the intestinal contents of pilgrims to Mecca who had died from diseases other than cholera. Investigation and discussion have been concerned chiefly with the problem whether these vibrios—now generally known as the "Tor vibrios"—are or are not true cholera vibrios. Bacteriologists are not in agreement as to the correct answer to this question. It will be remembered that Gotschlich, who was the first to work systematically at the subject came to the conclusion, from a consideration of their morphological, cultural, and biological characters, as well as for epidemiological reasons, that the Tor vibrios are true cholera vibrios; and Kolle and Meinicke as well as Mühlens and von Raven arrived at the same view. On the other hand Kraus and his co-workers reported that the Tor vibrios possess certain hæmolytic and toxin-forming properties which, it was said, are not possessed by the true cholera vibrios, and they concluded for this reason that the Tor vibrios must be regarded as distinct from the true cholera vibrio and must be placed in a special group. Gaffky, Pfeiffer,

Gotschlich and others did not agree with the view of Kraus. Subsequently Dr. M. A. Ruffer in a review of the researches into the bacteriological diagnosis of cholera carried out by medical officers of the sanitary, maritime and quarantine council of Egypt, advocated the correctness of Kraus's conclusions and stated definitely his opinion that the Tor vibrios are not true cholera vibrios. More recently Neufeld and Haendel have investigated the hæmolytic and toxin-forming properties of the Tor vibrios and of true cholera vibrios and have come to a conclusion entirely different from that of Ruffer; they consider that the Tor vibrios are true cholera vibrios. It is unfortunate that the different workers are not of one opinion about this matter because on the one hand, if the Tor vibrios are not true cholera vibrios it must be concluded that the bacteriological methods hitherto employed for the diagnosis of the cholera vibrio are not adequate for the purpose, and on the other hand, if the Tor vibrios are true cholera vibrios it must be concluded not only that under certain conditions the cause of cholera, like that of typhoid fever, can remain in apparently healthy human beings much longer than has been thought possible hitherto, but that "cholera bacilli carriers" are not necessarily dangerous to the community.

Cholera in Bengal.—In Bengal in 1906 the total number of deaths recorded as due to cholera was 192,596 or 3·81 per mille of the population, as compared with 146,339 or 2·93 per mille in 1905 and 116,490 or 2·33 per mille, the average figures for the five years 1901-05. Excepting the year 1900, the mortality from cholera during 1906 was the highest ever recorded, and no district entirely escaped. The disease assumed an epidemic form in 123 registering circles against 104 in 1905 and caused a death or deaths in 21,365 villages (excluding those in Sambalpur) as compared with 18,652 in that year. The highest mortality was recorded in the district of Purnea where 17,579 of the inhabitants (equal to a ratio of 9·37 per mille of the population) died from this cause; next in order came Bhagalpur with 17,190 deaths (8·23 per mille), Champarun with 12,328 (6·88 per mille), Khulna with 7,867 (6·27 per mille), Balasore with 5,627 (5·25 per mille), Cuttack with 10,789 (5·22 per mille), Gya with 10,069 (4·88 per mille), Midnapore with 13,406 (4·80 per mille), Birbhum with 4,207 (4·66 per mille) and Howrah with 3,959 (4·65 per mille). Ranchi continued to be almost free from the disease and its comparative immunity is attributed to the population being scattered over a large area and to the good natural drainage existing in most parts of the district; also in the districts of Singhbhum, Palamau, and Darjeeling the mortality from cholera was low.

Disinfection of wells with permanganate of potash was carried out in about 16 districts where cholera prevailed, but in some districts the inhabitants were opposed to the measure and it was carried out with difficulty. It is said also that in Purnea the people refused to drink the water of wells which had been treated, so that in this place disinfection had to be stopped. It appears that some villages where the measure was thoroughly carried out were completely free from cholera, although the disease was prevalent in neighbouring districts.

The highest death rates from cholera recorded in towns were 14·39 per mille in Meherpur in the Nadia district, 14·02 in Sitamarhi in the Muzaffarpur district, 12·65 in Hazaribagh, 12·46 in Baduria, in the 24-Parganas, and 12·40 in Nadia. In rural areas the highest death rate, 37·46 per mille, was recorded in Raniganj.

Among the European seamen of the port of Calcutta there were three deaths from cholera; and there were 48 among the native floating population.

Cholera in Eastern Bengal and Assam—The number of deaths attributed to cholera in Eastern Bengal and Assam during 1906 was 108,278, equal to a ratio of 9·63 per thousand of the census population, as compared with 142,312 deaths or a ratio of 4·77 per mille in 1905. January was the month of greatest prevalence, as a result of the continuance of the epidemic of the previous year, and in most districts the prevalence diminished considerably as soon as the rainy season began. The highest death rates were recorded in the Kamrup and Darrang districts, namely, 21·15 and 16·76 per mille of population, respectively. The provincial Sanitary Commissioner reports that there is a great scarcity of drinking water in some parts of the Kamrup district and that in more than 50 villages which the Civil Surgeon visited the immediate cause of the outbreak was found to be the drinking of contaminated water. The Civil Surgeon of this district reports that the people are beginning to realise the necessity of having good water for drinking purposes and that applications for grants-in-aid to improve existing water-supplies and to sink new wells are numerous.

In towns the highest death rates were recorded in Mangaldai (43·60 per mille), Dhubri (19·79 per mille), and Pirojpur (9·91 per mille). A sum of Rs. 300 was allotted by the

Sanitary Board to aid in improving the water-supply of Mangaldai and a new well is being constructed there by the Public Works Department. The epidemic in Dhubri was said to be due to the fact that the people who live on the banks of the Brahmaputra river obtain their drinking water from a part of the river where, as it is shut off from the main stream by a sand bank, there is no current; this part of the river is used as a harbour for trading boats and is much contaminated with fæces. The provincial Sanitary Commissioner does not think it desirable to sink wells in this place as the town is threatened with destruction by the river, but recommends that a temporary bridge should be erected across the area of slack water so that water for drinking purposes may be obtained from the main stream.

Permanganate of potash was largely used for the disinfection of water-supplies where cholera prevailed and almost all Civil Surgeons considered the measure to be of great value.

The death rate from cholera among the tea-garden population in the Assam and Surma Valleys was 2·35 per mille as compared with 2·14 per mille in 1905.

Cholera in the United Provinces.—The total number of deaths from cholera recorded in the United Provinces during 1906 was 149,549, equal to a ratio of 3·14 per 1,000 of population, as compared with a total of 121,790 and a ratio of 2·55 in 1905. The average death rate of the preceding quinquennium was 1·07 per mille. The greatest number of deaths occurred in May and the smallest number in January. All districts suffered more or less, those with the highest death rates being Jhansi (13·70 per mille), Jalaun (11·50), Gonda (10·58), Kheri (10·24) and Hamirpur (10·02).

The highest death rates for this disease recorded in towns were 19·16 per mille at Mahoba (Hamirpur), 17·69 at Mubarakpur (Azamgarh), 17·16 at Rath (Hamirpur), 13·72 at Konch (Jalaun), 13·47 at Sherkote (Bijnor), and 13·23 at Lalitpur (Jhansi). Of the 106 towns with populations of 10,000 or more, no death from cholera was reported in 26, while in 25 of the remainder the number reported did not exceed ten.

The *Kumbh Magh mela*, which takes place once in 12 years, was held at Allahabad in January and February 1906. Cholera broke out on the 6th January and continued until nearly the end of the *mela*, causing altogether 333 cases with 267 deaths. At the Dikhauti fair at Hurdwar which took place on the 13th April, seven cases of cholera and four of small-pox, all except one being imported, were reported during the week preceding the principal bathing day; but no secondary cases occurred and there was no epidemic of disease. No case of cholera was reported to have occurred at the Dadri fair at Ballia, or at the Garhmuktesar fair which was held in the Meerut district during November.

Cholera in the Punjab.—In the Punjab the total number of deaths recorded as due to cholera was 4,232 (0·21 per 1,000 of the population) against 2,197 (0·11 per 1,000) in the previous year. More than one-third of the total number of deaths reported occurred in the Lahore district and about one-seventh in the Sialkot district. There are altogether 32,834 towns and villages in the province but a death or deaths from cholera were reported to have occurred in only 610, of which 319 are in the districts just mentioned. Rewari (113 deaths) was the only town out of those with a population of 10,000 and upwards in which the disease prevailed in a severe form, and among smaller towns the highest death rates registered were 7·89 and 5·16 per mille in Khem Karan (Lahore district) and Pasrur (Sialkot district), respectively. As usual the province remained practically free from the disease during the first four months of the year, but a rapid increase took place in July and the largest numbers of deaths, 1,537 and 1,225 respectively, were registered in August and September when cholera is generally at its maximum prevalence in the province.

Cholera in the North-West Frontier Province.—In 1906 no case of cholera was reported to have occurred in this province. In the previous year 415 cases and 303 deaths were registered.

Cholera in the Central Provinces and Berar.—In the Central Provinces and Berar the total number of deaths recorded as due to cholera in 1906 was 38,768, or 3·26 per mille of the population, as compared with a total of 1,217 and a ratio of ·10 per mille in 1905. Of the total number in the year under review, 17,247 (equal to a ratio of 1·89 per mille of the population) were recorded in the Central Provinces and 21,521 (7·81 per mille of the population) in Berar. The probability that an epidemic of cholera would occur was anticipated in view of the occurrence in January of the *Kumbh mela* at Allahabad and, as far as possible, precautions to guard against it were taken.

The districts in the Central Provinces where the inhabitants suffered most from cholera were Jubbulpore (3,374 deaths), Nagpur (2,964 deaths), Wardha (2,638 deaths), Bhandara (1,277 deaths), Narsinghpur (1,129 deaths), Saugor (1,119 deaths) and Drug (1,051 deaths).

In Berar the death rate from cholera (7·81 per 1,000 of the population) has only three times been exceeded during the last 35 years. There were recorded as due to this disease 7,791 deaths in the Yeotmal district, 5,277 in the Buldana district, 4,974 in the Akola district and 3,479 in the Amraoti district.

In general the origin of outbreaks in the province was attributed to importation of the disease from Allahabad, Puri, Ujjain, Nasik, and Pandarpur, but it is said that in many instances large tracts of country became simultaneously affected without it being possible to trace infection from outside. Among causes which influenced the unusual prevalence are mentioned the drying up of wells and tanks during the second quarter of the year and the consequent necessity of drawing water from polluted streams, the gathering together of large numbers of people in connection with the harvest, and, later in the year excessive heat during a break in the rains, followed by unusually heavy rainfall. The vaccination staff as well as Assistant Surgeons and Hospital Assistants specially deputed distributed medicine in affected areas and disinfected the sources of water-supply with permanganate of potash.

Cholera in the Madras Presidency.—In the Madras Presidency in 1906 there were 142,811 deaths recorded as due to cholera, giving a ratio of 3·9 per mille of population, as compared with a total of 16,888 and a ratio of ·5 per mille in 1905. Deaths from cholera were reported in all the districts of the Presidency but the disease was chiefly prevalent in the Kistna, Godavari, Kurnool, Ganjam and Tinnevelly districts, the death rates in them being 8·9, 8·3, 7·6, 6·4, and 6·2 respectively, per mille of population. In the Nilgiris district only 15 deaths were recorded, equal to a death rate of 0·1 per mille. The months of greatest prevalence were August and July, in which no less than 36,496 and 29,968 deaths, respectively, occurred, and the lowest numbers of deaths, 836 and 1,015, were recorded in March and April.

The highest death rates from cholera recorded in towns were 17·5 in Periyakulam, 15·5 in Palni and Nandyal, 12·1 in Ellore, 10·3 in Tinnevelly and 10·1 in Palamcottah; while Kodaikanal, Cannanore and Mangalore were free from the disease.

Permanganate of potash was, as usual, largely employed for the purification of polluted sources of water-supply.

Cholera in the Bombay Presidency.—In the Bombay Presidency there were recorded as due to cholera 46,119 deaths, equal to a ratio of 2·50 per mille of population, as compared with 5,396 deaths or a ratio of ·29 per mille in 1905. The mortality in 1906 has been exceeded twice only during the last twenty years, namely, in 1897 and 1900, both of which were years of famine. Of the 25 districts, all except Kaira were more or less affected, the highest death rates from this disease being recorded in Colaba (7·61 per mille of population), Poona (6·54), Nasik (5·34), and Thana (5·25). No death was reported to have occurred during January, and the highest mortality occurred during April and May when there were recorded 11,047 and 10,862 deaths, respectively.

Deaths from cholera were recorded in 42 of the 56 town circles in the Presidency, as compared with 11 in 1905; the highest rates per mille being 16·93 in Nasik, 12·79 in Wai (Satara), 9·45 in Athni (Belgaum), 8·41 in Ahmednagar, 8·37 in Junnar (Poona) and 8·30 in Pandharpur (Sholapur). In the City of Bombay 1,223 deaths were recorded as compared with 25 in the previous year.

The provincial Sanitary Commissioner reports that the outbreak in the western registration district was traced to the use of water from a pool which is the chief source of water-supply for a large number of the high caste inhabitants of Nasik. The water of this pool is also largely used by pilgrims and the place is regarded as sacred. Arrangements were made to have the infected pool emptied and cleaned out, but it is reported that as soon as the work was begun numbers of priests and Brahmins "drove the workmen away and refused to allow any interference with the sacred spot."

Cholera in Burma.—In Lower Burma during 1906 there were recorded as due to cholera 5,529 deaths, equal to a ratio of ·99 per mille of population, as compared with 3,511 deaths or ·63 per mille from the same cause in 1905. Deaths from cholera were recorded during each month of the year, but the highest number occurred in July and the lowest number in November. The highest death rates per mille of population recorded in districts were 5·91 (1,417 deaths) in Thayetmyo, 2·36 (668 deaths) in Maubin and 2·27 (1,100 deaths) in Henzada; in towns the highest death rates were 20·48 in Zalun, 8·84 in Yandoon, 8·33 in Toungoo, 7·74 in Lamyethna and 7·17 in Danubyu.

In Upper Burma the total number of deaths recorded as due to cholera during 1906 was 2,343, equal to a ratio of ·80 per mille of population, as compared with 1,836 or ·63 per mille from the same cause in 1905. The disease prevailed in every district. The highest number of deaths occurred in August and the lowest in February. In districts the highest death rates per mille of population recorded were 1·96 (686 deaths) in Mandalay, 1·45 (363 deaths) in Meiktila, and 1·43 (4,040 deaths) in Sagaing; in towns the highest death rates were 10·17 in Monywa, 6·80 in Meiktila and 6·22 in Sagaing.

Cholera in Ajmer-Merwara.—In Ajmer-Merwara 284 deaths from cholera were recorded during 1906, giving a ratio of ·60 per mille of population. During the three preceding years no deaths from this disease had been recorded.

Cholera in Coorg.—In Coorg ten deaths from cholera—one in October and nine in December—were reported during the year. This small province had been free from the disease during the four preceding years.

Small-pox.—From the statement on page 72 it will be seen that in British territory in India the death ratio per 1,000 of population from small-pox rose from ·31 in 1905 to ·48 in 1906. The mean ratio for the quinquennial period from 1901-05 was ·38 per mille. The total number of deaths recorded from this disease during 1906 was 109,583 against 70,962 in 1905 and 55,232 in 1904. The death rates during 1906 were higher than in 1905 in all provinces except the Bombay Presidency and Ajmer-Merwara, the increase being greatest in Bengal, the United Provinces, the Punjab, the North-West Frontier Province, Lower Burma and Coorg. The small-pox mortality recorded in towns was twice as high as that in rural areas; and the deaths of children under ten years of age amounted to 68·39 per cent. of the total number of deaths from this cause.

In Bengal the number of deaths from small-pox rose from 7,213 (·14 per mille) in 1905 to 22,206 (·43 per mille) in 1906; the mean death ratio during the quinquennial period ending 1905 was ·49 per mille. With the exception of Champarun, Darbhanga, Muzaffarpur and Singhbhum there was a marked rise during 1906 in the mortality from this cause in every district. Among the districts with the highest mortality, Puri stood first with a death rate of 4·85 per mille of population, followed by Calcutta with 3·42 and Howrah with 1·63 per mille, respectively. A scheme for increasing the number of vaccinators in Puri has received the sanction of the local Government. In towns 4,438 deaths and in rural areas 17,768 deaths from small-pox were registered as compared with only 709 and 6,504, respectively, during the previous year. The Civil Surgeon of Burdwan states that in the rural areas of this district the Muhammadans suffered most, and he attributes this to their religious principles which enjoin them to visit patients of their own class suffering from small-pox and prevent the evacuation of infected houses.

In Eastern Bengal and Assam during 1906, small-pox was responsible for 6,972 deaths, equal to a death rate per mille of ·23 against 4,723 deaths and a ratio of ·15 per mille in 1905. The highest rates per mille of population in districts were reported from Kamrup (3·08), Darrang (1·30), and Goalpara (1·24). In towns the highest death rate (33·09) was recorded in Barpeta, the head-quarters of the Mahaparushiyas, among whom, it is said, small-pox is always prevalent because, on religious grounds, they object to vaccination.

In the United Provinces 13,202 deaths were attributed to small-pox in 1906 as compared with 3,273 in 1905 and 6,998 in 1904, the corresponding rates being ·28, ·07 and ·15 per mille of population. The average rate for the quinquennial period was ·16. Garhwal was the only district which was practically free from this disease during the year, the number of deaths recorded being four. The highest death rate in districts (2·66 per mille) was again recorded in Jhansi, and the next highest in Rai Bareli (2·02) and Jalaun (1·85). No death from small-pox was recorded in 35 of the 106 towns with a population of 10,000 and upwards, while in 50 the number did not exceed ten.

In the Punjab, 13,239 deaths from small-pox, equal to a ratio of 0·66 per mille of population, were registered during the year, as compared with 4,723 deaths and a ratio of 0·23 in 1905, and 0·48, the mean ratio during the preceding quinquennium. A death or deaths were recorded during 1906 in 4,252 of the 32,834 towns and villages in the province. Vaccination is compulsory in 26 towns and the death rate from small-pox in these was 1·25 per mille; in the towns where vaccination is not compulsory it was 1·58 per mille.

In the North-West Frontier Province the number of deaths recorded as due to small-pox rose from 571 (·29 per mille) in 1905 to 1,127 (·57 per mille) in 1906. Of the deaths recorded in 1906 no fewer than 1,071 were of children under ten years of age.

The greatest number of deaths were recorded in December and the fewest in October. In the Peshawar district 969 deaths were recorded, in the Hazara district 71 and in the Kohat and Dera Ismail Khan districts 43 each, while in the Bannu district only one death was recorded. It is noteworthy that in the city of Peshawar—now the only town of any importance in the province where vaccination is not compulsory—the death rate was 4·06 per mille of population, as compared with ·07, ·10, and ·17, in the towns of Dera Ismail Khan, Bannu and Kohat, respectively.

In the Central Provinces and Berar there were 9,889 deaths from small-pox recorded during the year and of these 7,580 were of children under ten years of age. In the previous year 8,364 deaths from small-pox were recorded. In the year under review the disease was, as usual, chiefly prevalent during the hot season. Measles and chicken-pox were also prevalent during the same months and the provincial Sanitary Commissioner states that the reporting agents are apt to confuse the three diseases. The existence of plague is said to have interfered with the work of vaccination during recent years.

In Burma there was an increase in the prevalence of small-pox during the year, the total number of deaths recorded being 8,540 against 6,161 in 1905. Lower Burma was chiefly affected, 7,903 deaths, equal to a death rate of 1·42 per mille of the population, being recorded against 5,623 deaths and a rate of 1·01 in 1905. In Upper Burma the increase was very slight, there having been 637 deaths recorded, equal to a death rate of ·22 per mille of the population, against 538 and a rate of ·18 in 1905. The highest death rates were recorded in the Rangoon, Bassein and Hanthawaddy districts, all in Lower Burma.

In the Madras Presidency the number of deaths recorded as due to small-pox in 1906 was 29,840 (·8 per mille of population) against 18,540 (·5 per mille) in 1905. A death or deaths from the disease were registered in every district and in all except ten of the 61 municipal towns. The death rate in towns was somewhat higher than that in rural areas.

In the Bombay Presidency the number of deaths from small-pox recorded during 1906 was only 4,063 (·22 per mille of population) as compared with 16,985 (·92 per mille) in the previous year. Deaths were reported from 225 of the 287 registration circles in the Presidency, but the disease was especially prevalent only in the southern registration and Karachi districts where 1,395 and 308 deaths, respectively, were recorded. The months of greatest prevalence were March and April. Of the total number of deaths recorded about 64 per cent. occurred among children under ten years of age.

In Ajmer-Merwara 271 deaths (·57 per mille) from small-pox were recorded during 1906 as compared with 277 (·58 per mille) in 1905. In Coorg the number of deaths reported as due to this disease was 234 against 132 in the previous year.

Plague.—The year 1906 was distinguished by a remarkable decline in the mortality from plague, the number of deaths recorded throughout the country falling from 1,143,933 in 1904 and 1,069,140 in 1905 to 356,721, the smallest total since 1901.

In the British provinces in 1904 the number of plague deaths registered was 938,010, and in the following year the number increased slightly to 940,821; in 1906 the total was 300,355, nearly the same as the number of deaths registered under the heading of dysentery and diarrhœa, and much less than half the number of deaths ascribed to cholera in the same areas in the same time. In 1905 the course of the epidemic was peculiar; the mortality during each of the first five months of the year was much greater and the mortality in the last seven months much less than the mortality in the corresponding months of the preceding year. In 1906 these relations were reversed; in the first eight months of the year the numbers of deaths were much lower, and in the last four they were much higher than in the corresponding months of 1905. In the Native States the numbers of deaths aggregated 56,366 less than half the mortality recorded in 1905, the monthly totals in 1906 up to May being much lower and from June onwards considerably higher than in the preceding year.

The mean death rate from plague in the British provinces was 1·33 per thousand compared with 4·17 in 1905; males suffered less than females, the death rates of the sexes being 1·25 and 1·40 per thousand, respectively. The decrease in plague mortality was common to all the greater provinces, but in the United Provinces, the Punjab and Bengal it was specially large. In Burma and the Central Provinces and Berar the mortality increased, and although the figures in Eastern Bengal and Assam and in the North-West Frontier Province remained low, the increase in the latter province from 3 deaths to 41, including 39 indigenous cases, was ominous. The small province of Coorg alone was entirely free from plague. In all the British provinces, except Eastern Bengal and Assam, the North-West Frontier Province, Ajmer-Merwara and Coorg, and in all the

larger Native States plague deaths were reported in every month of the year. In Calcutta plague mortality fell from 7,372 deaths in 1905 to 2,606 in 1906, and in Bombay from 14,171 to 10,802, deaths occurring in both cities in every month of the year. In Madras the number of deaths rose from 22 to 56, deaths occurring in January, February, March and September.

The Plague Commission.—In these reports for 1904 and 1905 an account was given of the appointment in London of an Advisory Committee for the investigation of plague, of the appointment of a Commission to work under their direction in India, and of the earlier investigation carried out by the Commission. After continuous work for two years, when most of the problems set before them had been solved, the Commission was temporarily dissolved in May 1907. Reports of the investigations carried out by the Commission are being published by the Advisory Committee in special numbers of the *Journal of Hygiene*. This method of publication, although offering many advantages, presents certain defects. The reports are not published continuously, and they are necessarily couched in technical language, so that however widely they may be distributed it is doubtful if they would be read or understood by a public that it is desirable to reach. In order to redress these defects Major Lamb, the senior member of the Commission, was authorized to prepare a summary of the work done by the Commission in the form of a continuous narrative. This summary has been published and widely circulated ; but it is not out of place here to describe briefly the work done and the conclusions which appear to be permissible, referring readers for details to the original reports in the *Journal of Hygiene* and to Major Lamb's summary—*The Etiology and Epidemiology of Plague.*

The state of knowledge when the Commission began their labours.—A reference to the reports for 1904 and 1905 will give some idea of what was known of the etiology of plague before the Commission began their labours. It was generally recognized that the rat was a most important factor in the spread of bubonic plague, and attention had been attracted by the work done at the Plague Research Laboratory by Colonel Bannerman and Captain Liston. Captain Liston made the discovery that guinea-pigs could be used to trap fleas in plague-infected houses, and that many of the guinea-pigs used for this purpose died of plague ; and he found the bacilli of plague apparently multiplying in the stomachs of some of the fleas caught on the guinea-pigs. It had been shown that healthy animals could live along with plague-stricken animals and not contract the disease, and that the life of the bacillus in earth taken from the floors of Bombay houses was comparatively short. Attempts had been made to convey plague from one animal to another by means of fleas, but these attempts failed.

The work of the Commission.—The work of the Commission was carried on in Bombay City, in a few villages in its neighbourhood and in two villages in the Punjab, in all of which plague has been either continuously or intermittently prevalent since the beginning of the epidemic. In Bombay most of the houses, although large and high, are lightly built, masonry plinths are rare and most of the roofs are of country tiles. Between the houses are narrow passages in which there is communication with the sewers and storm water channels. The huts in the villages near Bombay are of flimsy construction with earthen floors and tiled roofs. The houses in the Punjab villages are built of mud or sun-dried bricks, floored with earth and roofed with country tiles or earth. The houses in Bombay and the villages have this in common, they offer every facility for infestation by rats ; in Bombay and in Parel village the sewers and storm-water drains afford additional asylums for them. In Bombay City, stables, grain godowns and the like abound, and in the villages the people store their supplies of grain in their houses. In Bombay and the Punjab alike the people are tolerant of rats ; and the rats fear man so little that they run about the houses freely even in the day time.

The Commission made arrangements to obtain as many rats as possible alive or dead. Living rats were examined to ascertain the number and kind of flea infesting them, and all rats were examined to ascertain the proportion attacked by plague. A record of particulars regarding all rats obtained was kept. The localities where plague-infected rats were found were noted for the purpose of determining the relationship between the disease in rats and in man.

The rats that carry plague.—It was found that in Bombay the common rats are *M. decumanus*, the gray rat, and *M. rattus*, the black rat. The former is the more numerous in stables, godowns, storm-water drains and sewers, and in the ground floors of houses ; the latter is essentially a house rat ; both species meet on the ground floors of houses, but ascending the house black rats become more common and gray rats more

rare. No gray rat was found higher than the third storey of a house. In the villages only the black rat is of importance so far as plague is concerned. It was found that both gray and black rats are infected and that the gray rat, probably on account of its larger size and consequent greater infestation by fleas, is attacked more frequently than the black rat.

The epizootic.—In Bombay the year may be divided into an epizootic season, from December to May, and a non-epizootic season, from June to November inclusive; but throughout the non-epizootic season there was never a week when less than 20 plague-infected rats were examined at the laboratory. The Commission found that an epizootic among gray rats preceded the epizootic among black rats by about 10 days, and that it was the gray rat that spread the disease throughout the city while the black rat was mainly responsible for its distribution in the houses. In the villages plague among rats did not persist throughout the year and new outbreaks of the disease could be traced to fresh infections. In the two Punjab villages acute infection among rats apparently disappeared, and, although chronic plague was found in a few rats, it seems exceedingly unlikely that this can give rise to acute infection. It does not follow, however, because acute infection disappeared from the villages under the observation of the Commission that it disappears similarly from all villages: deaths from bubonic plague are recorded in nearly every province during the non-epidemic season and, as will be seen, the occurrence of bubonic plague in man is evidence of the presence of acute plague among rats.

The relation of the epizootic to the epidemic.—In Bombay City it was found that just as the epizootic among gray rats preceded the epizootic among black rats by a mean period of about 10 days, so the epizootic among black rats preceded the epidemic by another interval of from 10 to 14 days. The relation of the epizootic to the epidemic in particular places was difficult to establish in Bombay City, but this was established in the Punjab villages; and it was found in Bombay City and in the villages that there was correspondence between the numbers of rats and human beings infected.

It was found that it was rare for more than one person in a house to be attacked, and that when more than one person was attacked, the attacks were as a rule nearly simultaneous.

The infection of plague. Fleas and soil.—Meanwhile it was shown in the laboratory that plague-infected animals do not infect healthy animals except when fleas are present; that plague can be carried from the sick to the healthy animal by means of fleas; and that the plague bacilli in grossly contaminated floors do not remain infective for more than 24 hours.*

Infection by feeding.—It was found possible to infect rats by feeding them upon grossly contaminated material or by causing them to eat the carcasses of rats that had died of plague. When, however, infection was induced in this manner the site of the primary bubo in 72 per cent. of the cases was one of the mesenteric glands, and the neck glands were involved in only 29 per cent. of the cases, while the inguinal and axillary glands were practically never involved. When rats are naturally infected the distribution of bubos is quite different. The primary bubo in natural infection is generally in the neck (74 per cent. of cases), the axillary and inguinal glands are often affected (25 per cent.), and in no single instance among 6,000 naturally infected rats examined after death, was the primary bubo found in the mesenteric glands.

The multiplication of bacilli in the stomach of the flea.—It was proved that the bacilli of plague multiply in the stomach of the flea; but the proportion of infected fleas varies in different seasons of the year, being six times greater in the epidemic season than in the non-epidemic season. In the epidemic season the proportion of infected fleas was greatest (43 per cent.) during the first four days after removal from the infected rat. After four days the percentage of infected fleas rapidly fell, although 9 per cent. were found to retain bacilli in their stomachs up to the twelfth day.

Mode of infection by the flea.—The question how the bacilli are transferred from the stomach of the flea into the blood of an animal was not an easy one to solve. It was found that in the flea the presence of bacilli was limited to the digestive tract. The rectal contents and fæces of infected fleas are loaded with bacilli, and it was possible to infect an animal by means of the fæces through the wound inflicted by the pricker. Although infection by a single flea was possible, it seems that the chance of an animal contracting plague after being bitten by a single flea is remote. Both male and female

* Annual Report of the Sanitary Commissioner with the Government of India for 1905, pages 119-121.

fleas (*P. cheopis*) convey infection ; and infection can be carried by *P. irritans* and *Ceratophyllus fasciatus*, but not apparently by *P. felis*.

Rat-fleas and man.—It was found that rat-fleas would bite man. They bite man most readily when starved from 72 to 96 hours, but unless they were very numerous they would not bite man in the presence of their natural host the rat. It was found that rat-fleas might be attracted by man, jump on to his clothes, but not feed on him at once. The importance of this observation from an etiological point of view is obvious ; an infected rat-flea may be carried on a man's clothing from one place to another and, without biting him, leave the man's clothing for a rat when an opportunity offers.

It was ascertained that rat-fleas could be kept alive for from three to four weeks when fed on human blood alone, and that rat-fleas deprived of all food never survive longer than seven days.

The seasonal prevalence and persistence of plague.—The most striking fact in the epidemiology of plague is its apparent dependence upon climatic variations; its disappearance when the temperature becomes very high and its re-appearance when the temperature falls. How does the bacillus maintain an existence during the non-epidemic season, and what are the factors which influence the seasonal prevalence of the epidemic ? We have seen that the life of the bacillus in the soil is comparatively short, and that plague in man is dependent upon plague in the rat. There is no reason to suppose that man harbours the bacillus after recovery from an attack of plague, and, although chronic plague does occur among rats, the development of acute plague from a chronically infected rat appears to be hardly possible. The only obvious way, then, in which the disease could be maintained during the non-epidemic season is by the occurrence of a chain of cases of acute plague among rats. In the cities of Calcutta and Bombay plague occurs among human beings throughout the year, and from different areas in all the widely-infected provinces deaths from plague are reported in every month of the year. If human cases derive their infection from rats it follows that acute plague in rats must occur throughout the non-epidemic season, although the cases may not be numerous.

Breeding season of rats.—Full details regarding the breeding seasons of rats in different parts of India are not yet available, but it was ascertained by the Commission that in Bombay and the Punjab, although rats breed throughout the year, they breed most freely in the seasons between epizootics.

Seasonal prevalence of fleas.—It was also ascertained that in Bombay and the Punjab there is a definite seasonal prevalence of fleas, and that the season of their greatest prevalence coincides in point of time with the epidemic of plague. The facts on which the prevalence of fleas depend have not been fully ascertained, but it has been found that a high temperature restricts their breeding, restraining the adult from laying eggs and delaying or preventing the development of eggs into larvæ.

The effect of a high temperature on the bacillus in the flea.—A high temperature—85° F., and over, affects the fate of the bacillus of plague in the stomach of the flea. It is cleared out of the stomach more rapidly than when the temperature is lower, say, 70° F. At the high temperature fewer transmission experiments by means of fleas succeed, and the flea retains the power to infect for a shorter time than at the low temperature.

The effect of a low temperature on plague.—A low temperature—below 50° F., limits the spread of plague, because when the temperature is low infected rats generally die of plague before the bacilli reach the blood, and thus fleas have few opportunities of ingesting bacilli.

Conclusions.—Few will be found to deny the validity of the proof that plague is carried from rat to rat by means of the rat-flea ; but it is contended that the evidence that plague is carried from rat to man by means of the flea is inconclusive. The direct proof is certainly wanting ; but all susceptible animals on which experiments have been tried can be infected through the rat-flea, and apparently this is the means by which the disease is spread among animals in nature. The rat-flea will bite man under certain conditions, the very limitations of which seem to furnish additional evidence of the correctness of the flea theory in respect of man, because they explain satisfactorily facts of the epidemiology which are otherwise mysterious.

In the present condition of knowledge it must, I think, be accepted that bubonic plague is spread by infected rats, the vehicle of contagion between rat and rat and rat and man being the rat-flea ; and that the life of the bacillus outside the bodies of animals and certain insects is of comparatively short duration.

Pneumonic plague is directly infectious from man to man by inhalation, but this form of the disease is rare and plays but a small part in the general spread of the epidemic.

Inoculation.—The Director of the Bombay Bacteriological Laboratory reports that since January 1897 when the first doses of prophylactic vaccine were issued, 6,321,578 doses have been despatched from the laboratory and that of these doses 5,754,044 have been issued to medical men in India. The number of doses issued in 1906 was, however, only 176,651 as compared with 315,905 in the previous year. In all probability this decline was due to the greatly diminished prevalence of plague during 1906, for it is well known that the majority of natives are willing to resort to inoculation only when the disease is very severely epidemic among them. The decline has also been attributed to people having temporarily avoided inoculation in the hope that a less disagreeable method of protection from plague might be discovered by the Plague Research Commission, and it is said that now the results of the investigations of the Commission are known there are signs that inoculation will be resorted to more frequently. Further experience of the use of the vaccine by a large number of medical men has served to confirm the opinion as to the great value of the method in reducing the case-incidence and the case-mortality from plague, and during the year under review no untoward result from inoculation was reported.

The destruction of rats.—The destruction of rats was carried out during 1906 to a greater or less extent in nearly all provinces where plague prevailed and there is considerable evidence that the measure can be undertaken without exciting the prejudices of any but a small minority of the people. Chiefly on account of the results reported in a campaign against rats carried out at Tokio in Japan, attempts have been made to minimize the value of rat destruction as a means of preventing plague, but it is obvious that since bubonic plague is transmitted not from man to man but from rat to man every infected rat destroyed means the removal of a source of infection. There are probably few places where the extirpation of rats can be accomplished solely by official agency, but the efforts now being made are of educative value, and in the present state of our knowledge wherever the measure of rat destruction can be thoroughly carried out it should be adopted. In Bengal rat killing was vigorously carried out during 1906 in the districts of Monghyr and Saran, in the towns of Modhubani and Bhagalpur and in the circles of Monghyr and Jagadispur, 356,662 rats being destroyed in these localities. In five other towns less vigorous measures resulted in the destruction of 26,684 rats during the year. In Calcutta, where a reward of two annas was paid for each live rat obtained, more than 145,000 live and dead rats were collected during the year. A systematic and very energetic campaign extending from April 1905 until March 1907 has been conducted in the Jagadispur municipality and surrounding villages. As far as possible the operations were confined to an area of about 20 square miles, which included the municipality and nine villages, the population in the area being 20,501. The total number of rats killed during the period of the experiment is stated in the report of the officiating magistrate to have been 1,409,351, of which 459,878 were killed in the municipality of Jagadispur which has a population of 11,451 people. The total cost of the operations (including the rewards paid for rats) is said to have been £ 1,677 or about ¼*d.* per rat killed. The operations appear to have banished plague from the municipality—there were 60 cases in 1902, 324 cases in 1903, 151 cases in 1904, and 99 cases before the operations commenced in 1905; from June 1905 until April 1907 there was no case. It is not stated in the report whether any approach to extermination of the rats was effected but from the fact that during March 1907 nearly 50,000 rats were killed in the municipality and over 97,000 in the other parts of the area it does not appear that such was the case. In the Punjab, systematic operations for the destruction of rats were carried out during the plague season of 1906-07 in 8,650 villages and 70 municipal towns. In villages the use of poisoned baits was the method chiefly relied upon; in towns this method and trapping were employed. No figures showing the number of rats killed are given in the special report on the operations, but in the annual report of the provincial Sanitary Commissioner it is stated that during the operations carried out in the latter half of the season 1905-06 over one and a half million dead rats were found, and that for various reasons this number was considered to be only a small proportion of the actual number killed. It is said that in some places the results were unsuccessful because the inhabitants collected and threw away or buried the baits after they had been laid, but that these difficulties disappear as the staff and the people gain experience and that a second trial

of the measure is usually accepted readily. The Inspector-General of Civil Hospitals remarks that " all reports agree that the mass of the people accept rat destruction and in many places even ask for it; in some the people do it themselves." In the Bombay municipality the campaign against rats, which had been begun in July 1905, was vigorously continued, 231,392 rats being collected during 1906 and sent to the Bombay Bacteriological Laboratory for examination. Of the 131,322 rats examined 18,572 or 14·14 per cent. were found to be infected with plague. The first of a series of specially organised campaigns was conducted in Fort North section of " A " ward early in 1907. The area of this section is ·21 of a square mile and it was mapped out into divisions, circles, and blocks, each under the charge of one or more supervisors and inspectors. The residents were previously informed of the campaign by the distribution of handbills printed in English, Marathi and Gujrathi. The important feature of the campaign was that a very large number of baits (100,000 or more) were prepared beforehand so that on the evening when the operations were begun baits could be deposited in a very short time in all the gullies, culverts, drains and on the floors of houses throughout the area. On the next and following mornings search for poisoned rats was made. The cost of the experiment (excluding the cost of the poison) was £ 25, and 1,362 dead and living rats were collected. Similar campaigns are being carried out in other parts of the city. In Burma 4,366,869 rats were killed during 1906 at a cost of £ 16,884 or about a penny per rat. An energetic campaign was conducted in the town and district of Sagaing, the population of the town being 9,643 and of the district 273,015. The provincial Sanitary Commissioner reports that up to the 31st of March 1907, 35,679 rats had been killed in the town and 2,047,612 in the district. In the Central Provinces and in Madras the destruction of rats by poisoning and trapping was largely practised.

Plague in Bengal.—The number of deaths registered as due to plague in Bengal fell from 126,084 in 1905 to 59,619 in 1906 and the death rate fell from 2·52 per thousand to 1·51. Of the 33 districts only 9 were entirely free from the disease, but in many others the numbers of deaths were comparatively small. Mortality was, as usual, highest in the districts of the Patna division, especially Patna (death rate 9·15 per mille) and Saran (6·44), in the urban district of Calcutta (3·07) and Shahabad (3·01). Except in Calcutta, where the male death rate was considerably the higher, and in districts in which very few deaths were recorded, females suffered more severely than males, the death rates being 1·03 per mille among males and 1·31 among females. Nearly three-fourths of the municipal towns escaped, but many of those attacked suffered severely, notably Monghyr (death rate 48·94 per mille), Tikari (35·10) and Revelganj (29·49) so that the mean urban mortality from plague (4·94) was more than five times as much as the mean rural mortality (·92). The epidemic followed the usual seasonal distribution in Bengal—the numbers of deaths increasing steadily from January until March, a slight fall in April, followed by great falls in May and June; after the minimum in July a gradual rise until November followed by a considerable rise in December.

Plague in Eastern Bengal and Assam.—The immunity from plague enjoyed by this province was maintained, but during the year there were three outbreaks of pneumonic plague resulting in 74 deaths. The details of the occurrence of plague in a region which has enjoyed immunity from the general epidemic are evidently of special interest. In March 1906, a man, said to have been employed in a jute mill near Calcutta, was travelling with two companions to his home in the Pabna district. On the steamer he died of pneumonic plague. His companions took his corpse on shore and carried it a distance of 5 or 6 miles to his village, where it was buried. Both men were attacked by pneumonic plague and conveyed infection to 27 other persons. Of the 27 cases 24 died. In June there were two outbreaks in the Bajitpur *thana* of the Mymensingh district, both of which were due to importation from Calcutta. In the earlier outbreak there were 5 attacks and 5 deaths; in the later 50 attacks and 45 deaths. All were cases of pneumonic plague.

Since 1898 there have been eight outbreaks of plague in Eastern Bengal and Assam, including the three described and the outbreak in Dibrugarh in 1903. The provincial Sanitary Commissioner notes regarding them that " with the exception of the outbreak in Dibrugarh town, the epidemics all seem to have been of the same nature. They all occurred in typical Bengal villages, in which each homestead consists of a group of three or four huts built round an open square courtyard, surrounded by an ample compound and shut off from the neighbouring *baris* on all sides by a thick jungle of bamboos and palms." In every instance except the Dibrugarh outbreak, the first case came from Calcutta, the epidemics were " almost entirely of a pneumonic character," there was

nearly always a history of direct infection from case to case, and whole families living in the same homestead died. At Dibrugarh, where the epidemic resembled those common in Northern India, the disease first appeared among rats, the cases were bubonic, and the number of persons attacked in any household was small. Enquiries regarding the distribution of rats in the Province are being carried out. Lieutenant-Colonel Hare, I.M.S., states that "rats are by no means common in the rural areas of the lower districts. The country is hardly above the flood-level of the tidal rivers and it is difficult for them to find food or migrate from one village to another."

Plague in the United Provinces.—The number of plague deaths registered fell from 383,802 in 1905 to 69,660, and the death rate from 8·05 to 1·46. Only three districts—Almora, Jhansi and Hamirpur, escaped altogether, but in seven other districts the number of deaths recorded was less than one hundred. Among these were Agra and Muttra. In Agra only three deaths were recorded and in Muttra, where the deaths in 1905 numbered 47,974, there were only 21. The highest district death rates occurred in Ballia, 7·82 per thousand, Bijnor, 5·47, and Muzaffarnagar, 4·17. In rural areas the mean death rate was 1·25, compared with 4·29 in the towns. Of the 106 towns with a population of over 10,000, only 30 escaped, and in five—Chandausi (46·01), Mehndawal (23·76), Mau (23·00), Khairabad (22·80) and Gangoh (21·97) the rates were over 20 per thousand. The mortality rose rapidly from the beginning of the year until March, fell very slightly in April and rapidly in May and June, to a minimum in July, after which it rose gradually until November and very rapidly in December. Females suffered more than males, the death rate among the former being 1·68 per mille compared with 1·25 among the latter.

Plague in the Punjab.—The mortality from plague in the Punjab was much lower than in any year since 1901, the number of deaths recorded being 104,863 compared with 390,233 in 1905 and 402,950 in 1904. Of the total, 92,115 occurred in the British districts and 12,748 in Native States. In the British districts the mean death rate was 4·56 compared with 16·65 in 1905 and a mean of 11·17 in the previous five years. The districts of Simla, Jhang, Multan and Dera Ghazi Khan were free from the disease, and the mortality in Mianwali (7 deaths), Muzaffargarh (34), Attock (59) and Kangra (84) was slight. In rural areas the mean death rate was 4·45 per thousand compared with 5·53 in the towns. Except in Delhi and Gurgaon very few of the towns in infected districts escaped, and in many the mortality was exceedingly high, notably in Dharmkot, (death rate 46·80), Garhdiwala (37·24), Bhiwani (36·42) and Zira (35·49).

Mortality increased rapidly until April, remained stationary at a high figure in May, fell rapidly in June and again in July, reached the minimum in August, after which the numbers of deaths rose rapidly until the end of the year. Females died at the rate of 5·14 per thousand and males at the rate of 4·06.

Regarding the attitude of the people the Inspector-General of Civil Hospitals writes :—"Although generally apathetic, the people are gradually becoming less suspicious of proffered assistance."

Plague in the North-West Frontier Province.—Hitherto plague in this province has been restricted to imported cases, but in March 1906 there was an outbreak of pneumonic plague in the Hazara district. The disease was imported from Rawalpindi whence a man suffering from plague went to the village of Ghazi, where he died. His relatives, who lived in the same house, contracted the disease which spread to three other villages. The villagers refused to allow preventive measures to be taken, but fled from the village. The inhabitants of the neighbouring villages, however, refused to take them in and they had to live in the open air. The disease soon disappeared, but not before 44 cases had occurred, of which 40 proved fatal. There were other 3 cases in the province—2 in Peshawar city and 1 in Dera Ismail Khan.

Plague in the Central Provinces and Berar.—In 1904 there were 32,820 deaths from plague in these provinces; in the following year the total fell to 5,345, and in 1906 the number again rose to 18,121. Only two districts—Narsinghpur and Betul, were entirely free from the disease, but its occurrence in the districts of the Vindhyan and Mahanadi divisions was limited to a few cases.

The districts of Nagpur (death rate 15·39 per mille), Buldana (3·53), Akola (3·19) and Nimar (2·45) suffered most severely. The mean mortality in rural areas was ·59 per thousand, but in the towns it was 9·55. In a few of the towns the death rates were enormous; in Kalmeshwar it was 129·78, in Saoner 84·18 and in Kamptee 65·52. In Nagpur the number of deaths recorded was 5,432, equal to a death rate of 42·52 per thousand.

In January the number of recorded deaths was 1,264, in February 3,022 and in March 3,690; in April the number fell to 1,700 and in May to 53. In June only 4 deaths were registered and in July 15; after which the monthly totals rose to 2,620 in October, falling to 1,656 in November and again rising to 1,938 in December. The general death rate was 1·53; males suffered more than females, the death rate of the former being 1·62 per mille and of the latter 1·43.

The attitude of the people has improved greatly; they understand the necessity of excluding from their villages arrivals from infected areas; they are ready to evacuate their villages, and suspicions regarding official action are passing away.

Plague in Madras.—The number of deaths fell from 20,125 in 1904 and 5,788 in the following year to 898 in 1906. The district most severely affected was Bellary, where 325 deaths occurred. The general death rate was ·02. As in the Central Provinces and Berar males suffered more than females, the deaths of 464 of the former being reported against 434 of the latter.

Plague in Bombay.—The number of deaths from plague which had fallen from 223,957 in 1904 to 71,363 in 1905, fell further in 1906 to 51,525, the smallest total since 1900. Only the districts of Thar and Parkar, Larkhana, Sukkur and Upper Sind Frontier escaped entirely, but the mortality in Hyderabad, Bijapur and Kanara was inconsiderable. The urban district of Bombay suffered most severely, but the death rate of 14·20 per mille was much lower than in the previous year, 18·63, and the quinquennial mean, 21·28. In the district of Poona mortality was exceedingly heavy—12·75 per thousand and the death rates in Kaira, 7·87, Karachi, 5·24, Panch Mahals, 4·80, Satara, 4·75, and Ahmedabad, 3·76, were high. Few of the towns escaped, and the mean death rate among the urban population was 10·88 per thousand compared with 1·57 among the population of rural areas. In Poona city the number of deaths registered was 7,319, equal to the enormous death rate of 60·72 per thousand.

The numbers of deaths rose slowly to 6,108 in April and then fell slowly to a minimum of 612 in July; a sudden rise in August, owing to the outbreak in Poona, was followed by the highest monthly figures in September, 8,435 and October 8,619, after which the totals fell to 5,381 and 4,801 in November and December, respectively. Males suffered more than females, the death rates being 2·93 and 2·63, respectively, but in many districts, notably Sholapur, Satara, Ratnagiri and most of the districts in Gujarat and in the south of the Presidency, the female death rates were the higher.

Plague in Burma.—The total number of recorded plague deaths rose from 3,692 in 1905 to 8,637. Of the total, 5,223 occurred in Lower Burma, where the plague death rate was ·94 compared with 1·17 in Upper Burma. The districts of Akyab, Kyaukpyu, Sandoway, Tavoy, Mergui and Magwe escaped altogether, and in Pegu, Maubin, Pyapon, Thaton, Thayetmyo, Shwebo, Pakôkku and Kyaukse the occurrence of the disease was limited to a few cases. The highest death rates were 11·79 in Rangoon and 6·87 in Mandalay, the only other rates over 1 per mille being 2·40 in Amherst, 2·09 in Meiktila and 1·28 in Prome. In Lower Burma the number of deaths that occurred in rural areas was very small, only six districts being affected and in two of these only single deaths were reported, and the rural death rate was ·05 compared with 6·98 in the towns. In Upper Burma the rural death rate was ·27 compared with 8·98 in the towns.

In both provinces deaths were recorded in every month in the year; in Lower Burma the heaviest mortality occurred during the rains; in Upper Burma the maximum occurred in March. In both provinces males suffered more than females.

Plague in Ajmer-Merwara.—The number of deaths from plague in Ajmer-Merwara fell from 2,480 in 1905 to 68, the death rates among males and females, respectively, being ·16 and ·12 per thousand.

Plague in Coorg.—For the second year in succession the small province of Coorg was reported to be free from plague.

Fevers.—The total number of deaths recorded in British territory in India during 1906, under the heading "fevers" was 4,452,842 as compared with 4,417,655 during 1905, the ratios per thousand of the census population being 19·69 in 1906 and 19·57 in 1905. As a rule the number of deaths recorded as due to fever does not vary greatly from year to year, but during the ten years ending with 1906 there were registered in all 43,641,844, deaths under this heading as compared with 40,221,452 during the ten years ending with 1896. In the year under review 56 per cent. of the deaths from all causes were registered under this heading and, as usual, there were many towns and villages especially in Bengal, Eastern Bengal and Assam, and the Punjab, in which over 80 per

cent. of all the deaths that occurred were so recorded. The death rate recorded from all other causes than fever was only 15·0 per thousand of the population. When reference is made to fever in India malarial fever is generally understood, but it is obvious from the figures just given that many causes of death and many diseases much more fatal than malarial fever are included under the heading. At present it is not possible to ascertain with any degree of accuracy what proportion of the deaths recorded under "fevers" in India is due to malaria, but from various considerations and from the results of enquiries that have been made it may be said that for India as a whole the proportion is almost certainly not higher than between 20 and 30 per cent.; in all probability it is much lower. The following are some of the considerations and enquiries upon which this estimate is based. In 1905, excluding Burma and the small provinces of Ajmer-Merwara and Coorg for which no returns are available, the diseases of 141 patients out of every 1,000 who attended for treatment at the dispensaries in India were diagnosed as malarial fever. A considerable number of the patients who attend at dispensaries are suffering from surgical diseases, which causes the figure to be smaller than it would be if all were medical cases, but, on the other hand, it has to be remembered that the diagnosis of malarial fever is made in almost all cases without the help of the microscope and that for this reason a number of diseases other than malaria are doubtless included under the heading. For the purposes of the argument we may also eliminate the possibility that the ratio 141 per 1,000 is too low, by assuming that it represents not the proportion of the total sickness in India which is due to malaria but the proportion of the total mortality which is due to this cause. On this assumption the number of deaths from malarial fever in 1905 would have been about 1,144,605 which is 25·9 per cent. of the mortality recorded under the heading fever during that year. In 1906, excluding two or three provinces for which no returns are available, the dispensary figures show that the diseases of about 148 out of every 1,000 patients were diagnosed as malarial fever, and applying this figure in the same manner as has been done above, the number of deaths from malarial fever in 1906 would have been 1,162,144 which is 26·0 per cent. of the mortality recorded as due to fever during that year. It is, of course, very far from the truth to say that all who suffered from malarial fever during these years died, but for the purposes of the argument it serves to show that the estimate of between 20 and 30 per cent. mentioned above is certainly not too high. An enquiry made by private practitioners in 1894 into the causes of 14,660 deaths in the United Provinces showed that 44 per cent. of the mortality which had been recorded under the heading *fever* was due to this cause, but in this investigation no attempt was made to define the nature of the fever, so it is fair to assume that a much lower percentage was due to malarial fever. In the Dinajpur district in Bengal in 1904 Captain Rogers, I. M. S., sought out the relatives of 1,000 people whose deaths had been recorded under the heading fever and enquired from them the symptoms, course and duration of the illness in each case. He concluded that only 31·8 per cent. of these deaths were in reality due to malarial fever. A similar enquiry carried out more recently by Captain Stewart, I.M. S. and Lieutenant Proctor, I.M.S., in three other districts in Bengal resulted in the observation that 36·1 per cent. of the deaths which had been recorded under the heading fever were due to malarial fever. An Assistant Surgeon and two Hospital Assistants are at present employed in carrying out a similar enquiry in the Galsi *thana* of the Burdwan District in Bengal. The enquiry began on the 1st of August 1906 and up to December the 31st the causes of 919 deaths, 752 of which had been recorded in the *thana* register under the heading fever, had been investigated. The results showed that of the 752 deaths returned as due to fever only 303 or 40·2 per cent. were in reality due to this cause. The proportion of this percentage which was due to malarial fever was not ascertained.

If we assume that the true mortality from malarial fever in India is 25 per cent. of the mortality recorded under the heading fever the number of deaths due to malarial fever among the civil population during 1906 would have been 1,113,210 and the death rate 4·9 per mille of population. Malarial fevers were considerably more prevalent in nearly all the provinces of India during 1906 than during 1905, but the extent of the increased prevalence is not indicated by the comparatively small rise (namely, 35,187) in the total number of deaths recorded under the heading fever. This is due chiefly to the fact that in Bengal 81,908 fewer deaths were recorded under the heading and in Eastern Bengal and Assam 60,527 fewer deaths ; in all other provinces there was a considerable rise in the number of deaths attributed to this cause. The largest number of deaths and the highest death rate from fevers during the year were recorded in the United Provinces, but there is no doubt that this is not the province in India where malarial fevers are most prevalent and severe. For India as a whole November was the month

in which most deaths from fever were recorded and February the month in which fewest were recorded.

In Bengal the recorded death rate from fevers during 1906 was 22·41 per mille of population as compared with 24·34 per mille in 1905, the total numbers, in the two years being, respectively, 1,132,579 and 1,214,487. The mortality shown under this heading was greatest in October and November and least in June and February. Anti-malarial operations, which consisted chiefly in filling up hollows and depressions, clearing jungle, and spreading kerosine oil on "tanks" and cesspools, were carried out in four towns at a total cost of £595. During the year a committee was appointed with a view to ascertain how far the prevalence of malarial fever in the province is due to defective drainage and whether a drainage scheme to remedy the evil is practicable.

In Eastern Bengal and Assam 645,733 deaths from fever were recorded (21·65 per mille of population) as compared with 706,260 deaths (23·68 per mille) in 1905. Over 68 per cent. of the total mortality was recorded under this heading. Dinajpur was the district in which the highest death rate from fevers was recorded (namely, 41·18 per mille of population), but in this district over 91 per cent. of all the deaths were recorded as being due to this cause, and the number of deaths registered as due to respiratory diseases was only 21 or 1 per 100,000 of the population. The total number of deaths recorded as due to kala azar in the province was 2,407 as compared with 3,030 in the previous year and 3,748 in 1904. Deaths from kala azar were reported in all districts except Cachar, but there is reason to believe that the disease is gradually disappearing from all parts of the province. During the year a memorial was presented to the local Government by the Duars Planters' Association asking that a special enquiry regarding blackwater and other fevers in the Duars should be made. The Government of India decided that an investigation was necessary and this is now being conducted under the direction of an Advisory Committee consisting of the Sanitary Commissioner with the Government of India, the Director of the Central Research Institute, the Professor of Pathology at the Medical College, Calcutta, Captain S. P. James, I.M.S., and Captain S. R. Christophers, I.M.S.

In the United Provinces 1,317,491 deaths (27·62 per mille of population) were ascribed to fevers during 1906, the number being higher by 33,327 than in the previous year. Malarial fevers were considerably more prevalent than in 1905, the proportion of cases diagnosed under this heading among patients treated at dispensaries rising from 155 per 1,000 of all cases treated in 1905 to 172 per 1,000 in 1906. The recorded mortality from fevers in towns was higher than in rural areas; in one town (Nagina) the death rate recorded under this heading was 81·31 per 1,000 of the population and in another (Deoband) it was 70·61 per 1,000. In the first of these towns, however, more than 72 per cent. of the total mortality was recorded as due to fever and in the second more than 97 per cent.

In the Punjab during 1906 the total number of deaths recorded as due to fever was 407,878, giving a ratio of 20·28 per mille of population as compared with a total of 370,047 and a ratio of 18·40 per mille in 1905. The mortality recorded under this heading during the first eight months of the year was less by 36,698 than during the same period in 1905, but the mortality recorded during the last four months was greater by 74,529. The proportion of cases diagnosed as malaria in dispensaries rose in 1906 to 170 per 1,000 of the total number of patients treated as compared with 112 per 1,000 in 1905 and there is little doubt that the increased prevalence of malaria—which was due, it is said, to the monsoon rainfall being heavier than usual—was an important factor in causing the increase in the mortality recorded under the heading fever. The districts of Mianwali, Karnal, Dera Ghazi Khan and Muzzaffargarh were among those in which the death rates from fever were very high. The provincial Sanitary Commissioner reports that the country was flooded in the Mianwali district by the river Indus and in the Muzzaffargarh district by the river Chenab. It is said that in the Karnal district large areas of land were under water for a long period, and that in the Dera Ghazi Khan district the mortality was especially heavy in the Tounsa *tahsil* which lies near the foot of the hills and is liable to inundation.

In the North-West Frontier Province the recorded number of deaths from fever was 52,039 in 1906 as compared with 41,190 in 1905, the ratios per mille of population being 26·14 and 20·69, respectively. Malarial fevers prevailed with unusual severity during the last four months of the year and more than half the total number of deaths recorded under the heading fever occurred during this period. The diseases of about 266 patients out of every 1,000 who attended for treatment at the different dispensaries in the

province during the year were diagnosed as malarial fever, and judging from this as well as from the report of the provincial Sanitary Commissioner it is probable that during 1906 the prevalence and severity of malarial fever was greater in this than in any other province.

In the Central Provinces and Berar 225,141 deaths (18·95 per mille of population) were ascribed to fever during 1906 as compared with 207,195 (17·43 per mille) in 1905. The death rates from fevers recorded in all except six of the 24 districts were higher than in the previous year. The provincial Sanitary Commissioner says there is reason to suspect that many deaths from dysentery, diarrhœa, influenza and measles are included in the mortality attributed to fever and the Civil Surgeon of Nimar reports that in some large villages every death is ascribed to this cause. In dispensaries the proportion of cases diagnosed as malarial fever to the total number of patients treated fell slightly as compared with the previous year. Anti-mosquito operations were carried out on a small scale in a few towns, notably in Badnur, Jubbulpore, and Khandwa.

In Lower Burma the recorded death rate from fevers was 9·77 per mille as compared with 8·97 per mille in 1905 ; and in Upper Burma it was 7·34 as compared with 6·76.

In the Madras Presidency the death rate recorded from fever in 1906 was, as usual, much lower than in any of the other large provinces. The total number of deaths recorded under this heading was 304,926 (8·4 per mille of population) as compared with 265,044 (7·2 per mille) in 1905. The proportion of deaths recorded under this heading to the total mortality from all causes fell from 33·7 per cent. in 1905 to 30·5 per cent. The highest rates recorded in districts were 21·2 per mille in Vizagapatam, 17·2 per mille in Ganjam and 14·2 per mille in Guntur, and the highest in towns 30·7 per mille, 28·8 per mille and 21·5 per mille. Out of the total of 232 towns in the Presidency, these were the only ones where the death rate recorded from fevers was over 20 per mille. The proportion of cases diagnosed as malarial fever in the dispensaries during 1906 was 71 per 1,000 of the total number treated as compared with 65 per 1,000 in 1905.

In the Bombay Presidency the number of deaths recorded as due to fever was 274,653 (14·86 per mille of population) as compared with 245,373 (13·28 per mille) in 1905. Malarial fevers were much more prevalent than in the previous year, especially in the Sind registration district, in which death rates from fevers of 35·90 per mille, 29·08 per mille and 24·14 per mille were recorded in the Sukkur, Larkhana and Upper Sind Frontier collectorates, respectively.

In Ajmer-Merwara 12,292 deaths were ascribed to fevers in 1906 as compared with 10,336 in 1905 ; and in Coorg 4,266 as compared with 3,876.

Sale of quinine.—In Bengal there was again a reduction in the amount of quinine sold, 32,189 parcels (each containing 102 seven-grain packets) having been disposed of as compared with 35,472 in 1905. The decrease is attributed to the lesser prevalence of malarial fevers. More than half the total number of parcels were sold during the period from August to November. Increased facilities are being afforded for the purchase of the drug at dispensaries and post-offices and from village schoolmasters.

The system of distributing pice ($\frac{1}{4}d$) packets of quinine from central stations was abolished in the Assam and Surma valley districts of Eastern Bengal and Assam in 1905. Depots under the direction of the Civil Surgeon were opened at each head-quarter station, the price of the drug was reduced, and the number of recognised agents for its sale was increased. The number of packages, each containing 102 seven-grain powders, sold in these districts of the province increased from 1,021 in 1905 to 2,094 in 1906 and in November of the latter year a similar system was brought into force in the Eastern Bengal districts.

In the United Provinces 1,205,181 powders, each costing one-quarter penny, were sold during 1906 as compared with 643,668 during 1905. Quinine is sold at post-offices and by vaccinators and school masters ; and in certain districts in the Rohilkhand, Allahabad, Lucknow and Fyzabad divisions it is sold by landlords and their agents. Large quantities of quinine were distributed gratuitously, especially in districts affected by famine.

In the Punjab quinine was, as usual, distributed gratuitously in a number of districts through the agency of vaccinators, *tahsildars* and headmen of villages, but no details regarding the amount sold at post-offices, are contained in the provincial Sanitary Commissioner's report.

In the Central Provinces and Berar 4,362 parcels of quinine, of which 500 contained 102 five-grain powders, and 3,862 contained 102 seven-grain powders, were sold during 1906 as compared with 4,887 parcels in 1905. The drug is sold at post-offices and by

stamp vendors, school masters and *patwaris*. The decrease in the amount sold is attributed to villages being vacated on account of plague.

In Burma 9,173 parcels and 63 powders of quinine (that is 733,903 seven grain packets) were sold at post-offices and by vaccinators and district officials during 1906 as compared with 6,996 parcels and 39 powders in 1905. It is said that the Burmese prefer to take the drug made up in the form of compressed tablets rather than in powder and it has been decided to issue a certain amount of the drug in this form.

Details are wanting regarding the sale of quinine in the North-West Frontier Province, Madras and Bombay.

Dysentery and diarrhœa.—The number of deaths recorded in British territory in India under the heading dysentery and diarrhœa rose from 264,124 in 1905 to 298,117 in 1906, and the death rate per mille of population from 1·17 to 1·32 which is the highest rate recorded since 1900. It is almost unnecessary to say that the number of deaths and the death rate recorded do not represent, even approximately, the true mortality from these causes. In the Galsi *thana* in Bengal during the year ending July 1907 it was found that 231 deaths which had been recorded under the heading "fever" and 128 deaths which had been recorded under the heading "other causes" were due to dysentery or diarrhœa. A higher mortality than in 1905 was recorded in all provinces except the United Provinces in which, however, the decrease in the number of deaths recorded amounted to only 184. In India as a whole the greatest number of deaths were, as usual, recorded under this heading during August and September and the smallest number during February and March.

In Bengal 48,920 deaths were registered under the heading dysentery and diarrhœa during 1906 as compared with 45,260 during 1905. The highest death rates were recorded in the districts of Howrah (4·09 per mille of population), Cuttack (3·67), Puri (3·61), Darjeeling (3·45), Calcutta (3·22) and Patna (3·14). Death rates over 2 per mille were recorded in only two other districts. There were three towns in which no death from these causes was reported and six towns in which only one was reported. The death rate recorded in towns was more than three times as high as in rural areas. In Eastern Bengal and Assam 26,912 deaths were attributed to dysentery and diarrhœa in 1906, the death rate per mille of population being ·90 as compared with ·85 in the previous year. The death rates recorded in districts varied between 5·58 per mille in Lakhimpur and ·05 per mille in Dinajpur. December was the month in which most deaths were recorded under this heading and August the month in which fewest were recorded. In the United Provinces the recorded mortality from dysentery and diarrhœa was almost the same as in the previous year; the death rate (·55 per mille) was lower than in any other province except the North-West Frontier Province. The greatest number of deaths were recorded under this heading in May and the smallest number in February. The highest death rates recorded in districts were 9·17 per mille in Garhwal and 4·02 in Almora; and the highest in towns 7·72 per mille in Ballia and 7·05 in Benares. The death rate recorded in towns was five times as high as in rural areas. In the Punjab 17,595 deaths (·87 per mille of population) from dysentery and diarrhœa were recorded during 1906 as compared with 13,762 deaths (·68 per mille) in 1905. Jhelum, Rawalpindi, Ambala and Simla were the districts in which the highest death rates were recorded, the rates in these varying between 2·07 and 1·69 per mille of population. The death rate recorded in towns was 2·28 per mille and in rural areas ·72 per mille. In the North-West Frontier Province 571 deaths were attributed to dysentery and diarrhœa as compared with 562 in 1905. In the Central Provinces and Berar the recorded death rate from dysentery and diarrhœa rose from 3·02 per mille in 1905 to 3·58 in 1906. The rate is the highest recorded in any province during the year. The mortality recorded under this heading was higher than in 1905 in all except five of the districts and in all except 39 of the towns. The death rate recorded in Berar was 8·91 per mille and in the Central Provinces it was only 1·98; there are four districts in Berar and the rates recorded in them were 12·45 per mille in Akola, 9·06 per mille in Buldana, 7·12 per mille in Amraoti and 6·31 per mille in Yeotmal. The Civil Surgeon of the Yeotmal district reported that the high death rate was due to a number of deaths from cholera having been returned under the heading dysentery and diarrhœa. In Lower Burma in 1906 the recorded death rate from dysentery and diarrhœa was 1·65 per mille of population as compared with 1·43 in 1905 and in Upper Burma it was ·68 as compared with ·44. The provincial Sanitary Commissioner considered it possible that the increase may have been due partly to the registration of deaths from cholera under the heading dysentery and diarrhœa. In the Madras Presidency 61,588 deaths from dysentery and diarrhœa were

recorded as compared with 51,298 in 1905, the death rate being 1·7 per mille as compared with 1·4. In the opinion of the provincial Sanitary Commissioner many cases of cholera may have been returned under this heading. The death rate recorded in town circles was nearly three times as high as in rural districts and it was higher by ·1 than in the previous year. In the Bombay Presidency 61,736 deaths were recorded under the heading dysentery and diarrhœa during 1906, the death rate (3·34 per mille) being higher by ·34 than in 1905. The number of deaths was larger than that recorded in any other province during the year and the death rate was higher than in any other province except the Central Provinces and Berar. It is said that the increased prevalence of these diseases as compared with 1905 was largely due to conditions of scarcity and famine. In Ajmer-Merwara 564 deaths were attributed to dysentery and diarrhœa; and in Coorg 141 deaths were recorded under this heading.

General History of Vaccination.

(For Statistical Tables, *see* page 137.)

Vaccination in India.—The total number of operations performed by the Vaccination Department in 1906-07 was 9,080,303. This figure, although 197,593 less than the total of 1905-06, is considerably higher than the total of any of the preceding three years. The falling off in the number of operations in 1906-07 as compared with 1905-06 was shared by every province, except Madras, where there was an increase of 86,610 operations, and was greatest in Eastern Bengal and Assam, 110,994, and Burma, 59,275. The number of primary operations performed was 8,341,794, or 244,976 fewer than in 1905-06. In Madras alone was the number of these operations higher than in the previous year, and the increase of 80,179 in that province has to be set off against a decrease of 123,509 in Eastern Bengal and Assam, of 56,536 in Burma, of 30,401 in the Punjab, of 29,649 in Bengal, of 28,419 in the United Provinces and smaller numbers elsewhere. The total number of revaccinations was 738,509, or 47,383 more than in the previous year, all provinces except four sharing in the improvement, which was greatest in Bengal, 25,692, the Central Provinces and Berar, 16,406, and Eastern Bengal and Assam, 12,515. The four provinces in which the numbers of revaccinations were fewer than in 1905-06 were the Punjab, 13,119, Bombay, 7,843, Burma, 2,739, and Ajmer-Merwara, 298. The mean percentage of success in primary operations throughout India was 97·21 compared with 97·20 in the previous year, and the variation in the percentages of success in the provinces between 99·34 in the Punjab and 90·64 in Burma was nearly the same as in the previous year. Revaccinations succeeded at the rate of 72·85 per cent. compared with 74·20 in 1905-06, the percentages in the different provinces ranging from 84·43 in the United Provinces to 53·43 in Burma. The mean number of operations performed by each vaccinator was 1,432, or 48 less than in the previous year; and, as usual, there were great differences in the mean outturn per vaccinator in the different provinces, the extremes being 2,923 operations per vaccinator in the North-West Frontier Province and 807 in Ajmer-Merwara.

There was a further increase in the total number of persons vaccinated at dispensaries, the total in 1906-07 being 218,717 against 207,421 in the previous year; but the increase was confined to Bengal, 23,844, and Burma, 1,014; everywhere else there was a falling off. The ratio of successful vaccination per thousand of the census population, which had risen from 34·79 in 1904-05 to 36·39 in 1905-06, fell to 35·41, the ratios ranging from 54·58 in Coorg to 25·36 in Bombay and 24·79 in Ajmer-Merwara.

The proportion of children vaccinated was, of course, also lower than in 1905-06. Taking the census population of 1901, and estimating the number of births during the year at 40 per thousand of that population, the percentage successfully vaccinated was 42·62 of the total against 43·83 in the previous year, and 42·46 in 1904-05. The percentage rate of protection according to this very artificial calculation varied from 73·61 in the Central Provinces and Berar and 60·05 in the Punjab, to 18·58 in Burma and 12·72 in Coorg.

The total cost of the department was £89,671, compared with £85,509 in 1905-06, and the mean cost of each successful case rose from $2\frac{5}{12}$d. in that year to $2\frac{7}{12}$d. The highest rate was $9\frac{1}{2}$d. in Bombay, and the lowest rates were $1\frac{1}{2}$d. in the United Provinces, $1\frac{5}{12}$d. in Bengal and $1\frac{1}{6}$d. in Eastern Bengal and Assam.

Vaccine Depots.—In all provinces, except the Central Provinces, the North-West Frontier Province, Ajmer-Merwara and Coorg, there is a Central Vaccine Depot, more or less complete, for the manufacture of vaccine, and each of the presidency towns, except Madras, maintains a separate depot for its own requirements.

At Shillong the depot has been improved by extending the site and building a new operating room with marble flooring and walls. It is hoped that in the ensuing season it will be possible to supply the whole province with glycerinated lymph and discontinue arm-to-arm and calf-to-arm vaccination. At Patwa Dangar, in the United Provinces, owing to the increase of work in 1905-06 a considerable augmentation of establishment was sanctioned. A scheme for expanding the vaccine institute at Lahore has been sanctioned and will be carried out as soon as funds can be made available. The chloroformed glycerine lymph manufactured in the Punjab was used with the most satisfactory results in a large number of cases. In 152,080 primary operations the case success was 99·88 per cent. and the insertion success 98·72, and in 24,603 revaccinations the case success was 81·0 per cent. and the insertion success 80·16. The people of the

Punjab greatly prefer the use of tubed vaccine to the calf-to-arm process, because the results of the operation are less severe and the sores heal more quickly, and because their calves are no longer required as vaccinifers. The Institute continued to supply the North West Frontier Province with vaccine. At Amraoti, in Berar, great difficulty was experienced in obtaining a sufficient number of calves, and it is being considered whether it would not be well to close the depot and manufacture lymph at the head-quarters of each district as is done in the Central Provinces. In Bombay good progress was made in the substitution of glycerinated vaccine for calf and human lymph. A laboratory was added to the depot at Belgaum where the purity of each supply of lymph is tested before issue. In Burma on account of the high temperature on the plains, it is proposed to move the depot from Meiktila to Maymyo.

Bengal.—Of the total of 2,037,273 vaccination operations performed during the year, 1,874,976 were primary cases and 162,297 revaccinations. The former show a fall of 29,649 and the latter a rise of 25,692 compared with the figures of the preceding year; the net decrease being 3,957 cases. The reason for the smaller number of primary cases is said to be inability of the poorer classes to pay the prescribed fees owing to high prices of food grains. Of the 34 districts in the province there was an increase in the number of vaccinations in 13 and a decrease in 21. The larger increases occurred in the Tributary States (52,798), Darjeeling (22,846), and Murshidabad (22,716), and the larger decreases in Cuttack (15,451), and Jessore (10,581), while in Nadia, Howrah and Dar-Changa the fall in each exceeded seven thousand cases. The reasons for the decreases are peculiar to each district; and in some places a decrease was due to an unhealthy season. No adequate reason is assigned for the remarkable increase in the Tributary States, but a part is due to the inclusion of figures of the Sonpur State which were not included last year. In Darjeeling an outbreak of small-pox, and in Murshidabad the employment of a larger number of vaccinators and better supervision account for the results. The system of rewards to vaccinators has created a healthy stimulus and competition among the better class of men and is to be continued. The quality of work shows an improvement; in primary cases 99·24 per cent. were successful compared with 99·13 per cent. in 1905-06, and in revaccinations 70·40 per cent. compared with 66·29 per cent. Of the several classes of operators, the licensed men obtained the higher rate of success in primary cases, and paid vaccinators in revaccinations. The work done by vaccinators attached to municipalities, dispensaries, etc., increased from 122,105 to 145,949 cases; the primary cases which numbered 90,873 increased by 253 only, but the revaccinations increased by 23,591 to 55,076. The ratio of success was, however, lower, 97·85 against 98·38 per cent. in primary cases, and 56·66 against 65·17 per cent. in revaccinations.

The kinds of lymph used and the extent to which employed with the ratio of success in primary cases were as follows—the figures in brackets are the percentages of success during the preceding year:—Calf lymph 87,803 cases with 99·08 (98·92) per cent. successful, lanoline lymph 696,415 cases with 98·25 (96·57) per cent. successful, and human lymph by the arm-to-arm process 1,090,758 cases with 99·13 (99·21) per cent. successful. In revaccinations the ratio of success by each of the above methods was 66·73, 50·29 and 77·75 per cent., respectively, the corresponding rates in the previous year being 58·81, 53·98 and 78·02 per cent.

On an estimated birth-rate of 40 per thousand of population, 39·46 per cent. of the infants were protected compared with 39·18 per cent. in 1905-06. It is said that although the statistics furnished by illiterate vaccinators are not always reliable it may fairly be assumed that infant vaccination is making progress from year to year. In towns 87·29 per cent. of the number of available infants were successfully vaccinated, against 85·82 per cent. in the previous year.

No account has been given of the working of lymph depots. The depot at Darjeeling supplied the Nepal Darbar and the Sikkim and Bhutan States with 350, 1,381 and 335 grains of lymph, respectively, but the results obtained are not stated.

The cost of the department amounted to £11,549, excluding the figures of the Calcutta municipality and three Feudatory States in the Sambalpur district, the returns for which had not been furnished, or £1,028 more than in the preceding year: no explanation of the increased expenditure has been furnished. Each successful case cost $1\frac{5}{12}$d. against $1\frac{1}{4}$d. in 1905-06.

Eastern Bengal and Assam.—The total number of operations which numbered 1,429,026 in 1905-06 fell to 1,318,032 in 1906-07. The net decrease of 110,994 is represented by a decrease of 123,509 primary cases and an increase of 12,515 revaccinations. The smaller outturn of work in 1906-07 is attributed to unusual activity in the

department during the preceding year, but the amount of successful work done during 1906-07 shows 3,181 operations less than the average of the preceding quinquennium. Of the 28 districts 17 show a decrease compared with the work done during 1905-06 of which the largest occurred in Faridpur (30,753 cases) and in Chittagong (25,303), in both these districts, however, the work exceeded the average of the preceding five years. The decrease of 9,435 cases in the Dacca district marks the continuance of the progressive fall since 1904-05 and an enquiry is to be made into the cause. In the Rajshahi, Tipperah and Kamrup districts the work increased to the extent of 3,225, 7,739 and 5,080 operations, respectively. The quality of the work as a whole shows an improvement, the percentage of success in primary cases being 98·55 and in revaccinations 72·11 against rates of 98·28 and 71·71, respectively, in 1905-06. On tea-gardens 15,871 operations were performed, of which all, except 71, were primary cases with 98·28 per cent. successful, compared with 15,143 operations, of which 94 per cent. were successful the year before. Dispensary vaccination fell from a total of 27,735 cases in 1905-06 to 25,602 in 1906-07: the primary cases were fewer and the revaccinations more numerous than in the previous year, while the percentage of success in the former was almost the same, 97·89 and 97·84, in the two years and in the latter 86·08 against 74·64 in the preceding year. The provincial Sanitary Commissioner points out the undesirability of allowing the population of an area round a dispensary to be vaccinated by the Hospital Assistant and his Compounder and proposes placing such areas under the Vaccination Department.

The inspecting agency in Eastern Bengal was combined with that in Assam on the 1st April 1907 and the cadre is to be increased by 10 officers; steps have also been taken to improve the class of men appointed as inspecting officers. Inoculators are still to be found in parts of the province, but the conversion of some of them in the Cachar district into licensed vaccinators, and the extension to all districts of Act IV (B. C.) of 1865, prohibiting inoculation, ought soon to result in the disappearance of this operation.

On an estimated birth-rate of 40 per thousand of the population, 29·30 per cent. of the infant population were protected; and of the number of available children in the towns of the province 68·7 per cent. were successfully vaccinated, the corresponding percentages the previous year were 33·62 and 70·9, respectively.

The expensive and cumbersome vaccination from the calf has been discontinued except in the Dinajpur, Rajshahi and Bogra districts, and the use of humanized lymph, which has already been discontinued in areas where vaccination is compulsory (and is also if possible to be discontinued elsewhere) has been replaced by the introduction of glycerinated lymph from the Shillong depot. This description of lymph is much appreciated and the demand of the year exceeded the estimated consumption. A larger quantity will be prepared to meet all requirements. Lanoline paste was issued to some districts with unsatisfactory results and is not to be used in future. Certain improvements are being carried out at the Shillong depot which is to supply the whole province with vaccine; the quality of the vaccine issued during 1906-07 was uniformly reported to be excellent.

The cost of the department rose to £6,042 from £5,340 in 1905-06, and each successful case cost 1$\frac{1}{6}$d. against 1$\frac{1}{12}$d. in each of the two preceding years.

United Provinces—The quantity and quality of the work of the Vaccination Department in the United Provinces, except in the number of revaccinations, exhibits a falling off in 1906-07 compared with the preceding year. The total operations numbered 1,675,060 or 20,356 less than in 1905-06. Primary cases were fewer by 28,419 and revaccinations more numerous by 8,063 than in the preceding year. The percentage of success in primary work was 97·72 and in revaccinations 84·43, against 97·93 and 84·78, respectively, in 1905-06. The falling off occurred in the 1st Circle, there having been an increase in the 2nd Circle as a whole. The decline in the 1st Circle is partly attributed to local causes, but the provincial Sanitary Commissioner considers more supervision necessary which cannot be afforded while the Deputy Sanitary Commissioner of the Circle is also Chief Plague Officer. Arrangements have now been made to relieve the Deputy Sanitary Commissioner of such additional duties in future. There are 49 districts in the province of which 22 show an increase in the number of successful primary operations against 34 in the previous year. The largest increase was of 3,804 operations in Garhwal, and the largest decrease occurred in Jalaun (7,922), followed by Etawah (6,251), Hamirpur (5,997) and Agra (5,643). The causes of the decreases were good work in previous years which reduced the susceptible population, sickness among the people, etc.

On a hypothetical birth rate of 40 per thousand, 48·49 per cent., against 49·57 per cent. the year before, of the infants available were successfully vaccinated. In municipal towns 93·4 per cent. of the number available were protected.

Lymph depots were maintained at Lucknow and Patwa Dangar (Naini Tal). Pure calf lymph and lanoline lymph were both used, but the vast majority of operations were performed with glycerinated lymph. The working of the Patwa Dangar depot was satisfactory and the amount of work had so increased during the year 1905-06 as to necessitate a considerable increase to the subordinate staff which was sanctioned in October 1906. The cost of the depot was £383 including £77 for stores received from England, and as lymph of the value of about £233 was sold to Native States, municipalities and private individuals, the depot is largely self-supporting. All the material required to start the season's vaccination in every district, except Lucknow, was supplied from the depot. The credit of the successful working of the year is said to be due to the Deputy Sanitary Commissioner of the 2nd Circle.

The cost of the department in the province amounted to £10,065, against £10,216 in the year 1905-06, the decrease being due to the smaller expenditure at the Patwa Dangar depot for which fewer costly articles were imported. The cost of each successful case was 1½d. in both years.

Punjab.—The total number of vaccination operations during 1906-07 was 705,219, or 43,520 less than the number in the preceding year, when there had been an increase of 28,968 compared with the total of 1904-05. In 20 of the 29 districts there was a decrease in the amount of work done, and but for the notable increase of 22,514 cases in the Kangra district and considerable increases in the Lahore and Amritsar districts, the results would have been far more unsatisfactory. The districts of Multan (15,325), Ferozepur (14,575) and Dera Ghazi Khan (11,271) between them represent a fall of over 41,000 cases. The provincial Sanitary Commissioner attributes the smaller outturn of work to the fact that in the first half of the vaccinating season, October to December, malarial fevers were very prevalent in many districts, and in the second half, January to March, plague increased to such an extent as to interfere seriously with vaccination work. The Sanitary Commissioner adds that in very few instances were the deficiencies due to neglect on the part of the operating staff. The number of primary operations was 607,909 or 30,401 less than during 1905-06 with a percentage of success of 99·34 against 99·19, and there were 97,310 revaccinations or 13,119 less than during the preceding year, with a percentage of success of 78·12 against 83·38.

On an estimated birth rate of 40 per thousand, 60·05 per cent. of the infants were protected, compared with rates of 62·54 and 56·25 per cent. in 1905-06 and 1904-05. Of the available children under one year of age, 71·44 per cent. were successfully vaccinated in towns where the Vaccination Act is in force and 68·04 per cent. in towns where it is not in operation. The corresponding rates in 1905-06 were 85 and 66 per cent., respectively.

The results of the use of chloroformed glycerine vaccine continued to be most satisfactory. In 152,080 primary operations the average case success was 99·88 and insertion success 98·72 per cent., while in 24,603 revaccinations the case success was 81·0 and insertion success, 80·16 per cent. The scheme for the expansion of the work of the central vaccine institute, with a view to supply vaccine in tubes to every district, has been sanctioned and is to be carried through as soon as funds can be made available.

The cost of the department was £6,640 or £127 more than during 1905-06, and each successful case cost $2\frac{5}{12}$d. or $\frac{1}{6}$d. more than in the preceding year.

Vaccination work in the large Native States, except those of Nabha and Jhind, showed a falling off compared with 1905-06. The following are the results—the figures in brackets are those for the preceding year, Patiala—primary cases 45,174 (54,086) revaccinations 24,832 (31,034) : Bahawalpur—15,277 (18,804) and 46: Kapurthala—4,303 (5,578) and 97: Nabha—1,968 (1,074) and 11; Jhind—7,116 (6,978), (no revaccination) and Faridkote—3,119 (5,185) and 40. The quality of the work in primary cases ranged from a percentage of success of 87·59 in Nabha to 98·99 in Patiala, compared with the range of 89·77 in Nabha and 98·09 in Faridkote in the preceding year. In Patiala revaccinations succeeded at the rate of 77·75 per cent. and in the other States the numbers of revaccinations were insignificant.

North-West Frontier Province.—The total number of vaccination operations during the year 1906-07 was 91,893, or 8,973 less than in the preceding year, when there had been an increase of over 23,000 cases. The number of successful primary cases was

10,234 less and the successful revaccinations 1,424 more than in 1905-06, but the quality of work in the former was better—98·95 per cent. successful against 98·56 per cent., and the quality in the latter not quite so good, 83·67 against 84·45 per cent. In primary work all the districts except Peshawar, which shows an increase of 1,084 cases, exhibit a smaller outturn of work, the chief cause being the severe prevalence of fever during the greater part of the vaccinating season, while other causes, differing in character in the several districts, also affected vaccination. The local Administration suggest that a subsidiary cause may have been the absence of small-pox, and it may be noted that in the Peshawar district, where the vaccination work was better than in the previous year, there was a rise in the ratio of deaths due to that disease. The work in the Political Agencies increased by 2,538 cases in all. In the Kurram Valley there was an increase in primary cases, but a fall in revaccinations: in the Tochi Valley there was a slight decline in primary work and in the Shirani country both classes of work showed a decrease, while in the Chitral sub-agency and the Swat Valley no work was done, the reason for which has not been stated. The vaccinations at dispensaries amounted to 1,281 cases or less than half the number of 1905-06, and the quality of the work was poorer.

On an estimated birth-rate of 40 per thousand, 56·13 per cent. of the infants were successfully vaccinated, compared with 58·92 per cent. in 1905-06. In towns 85·9 per cent. of the available children under one year of age were protected against 72·3 per cent. in the preceding year.

Animal lymph was largely used in the settled districts of the province where there are facilities for obtaining buffalo calves. Vaseline lymph was used in less than a fifth of the total cases and human lymph chiefly in the Shirani country, and to a small extent in the Hazara and Bannu districts and the Kurram Valley. The percentage of success with animal lymph was 93·76 in primary cases and 80·99 in revaccinations; with vaseline lymph 92·61 and 65·85 and with human lymph 98·28 and 95·32, respectively.

A notable occurrence was the successful persuasion of three *mullahs* of Hangu to learn vaccination and it is hoped that in time they will give up inoculation.

The cost of the department amounted to £ 748 compared with £ 776 in 1905-06, but the cost of each successful case was $2\frac{1}{6}$d or $\frac{1}{6}$d more than in 1905-06.

Central Provinces and Berar.—In consequence of the prevalence of plague the total number of vaccination operations in the province, including dispensary vaccination and the operations in Feudatory States, fell to 617,381, or 8,757 less than in the year 1905-06. The primary operations numbered 525,977, a decrease of 25,163, and revaccinations 91,404, an increase of 16,406. The mean number of operations per vaccinator was 2,058, or 31 less than during the preceding year. The percentage of success was 98 56 in primary cases and 75·38 in revaccinations, compared with 98·59 and 72·30, respectively, in 1905-06. Excluding dispensaries and Feudatory States, there was a decrease of 28,492 primary operations in the districts, the most marked being in Jubbulpore (5,651), Wardha (4,984), Yeotmal (4,191) and six other districts with decreases ranging between 3,000 and 1,000 cases. The great falling off is attributed to, not only plague, but to cholera epidemics and to the withdrawal of vaccinators for duty in connection with these diseases, together with sickness among these men in common with the rest of the population. Still, it is satisfactory to note that six districts showed small increases, the highest being Buldana (1,013 cases). Revaccinations increased by 17,747, the largest rise occurring in Jubbulpore (4,392), while the largest decreases occurred in Saugor (2,865) and Amraoti (2,068). The increased number of revaccinations on the whole is due to special efforts made to revaccinate as many persons as possible owing to the severe outbreak of small-pox during the year. Dispensary work shows 19,162 primary cases against 24,064 in 1905-06 and 4,870 revaccinations against 4,726, but the quality of the work was better, 96·96 and 67·19 per cent. successful in primary cases and revaccinations, respectively, compared with 88·55 and 65·95 per cent. in 1905-06. In the Feudatory States primary cases numbered 64,334 against 56,103 in 1905-06, and revaccinations 5,483 against 6,968, with percentages of success of 97·71 and 84·29, respectively, in 1906-07, compared with percentages of 96·84 and 84·26 in 1905-06.

Estimating the birth-rate at 40 per thousand, 73·61 per cent. of the infant population, compared with 76·75 per cent. in the preceding year, were successfully vaccinated, and in municipalities 81·93 per cent. of the available number were protected against 96·93 per cent. in 1905-06.

The vast majority of the vaccination operations were performed with glycerinated lymph, fresh calf lymph being used in 10,246 cases and human lymph in 6,103 cases; with

lanolinated lymph only 383 operations were performed. The percentages of success with the different descriptions of lymph have not been stated. The Amraoti depot not being able to meet the full demand for the Berar districts, the Central Provinces system of preparing lymph in each district is likely to be introduced.

The cost of the provincial department was £3,999 or £109 less than during the preceding year, and the cost of each successful case 2d in both years. In the Feudatory States the cost was £352 or £35 more than in 1905-06, and the cost of each successful case also the same in both years, *viz.*, $1\frac{1}{4}$d.

Madras.—The decrease of 18,279 vaccination operations which occurred during the year 1905-06 was more than made up during 1906-07, when, with an increase of 86,610 cases, the net total for the Presidency amounted to 1,551,600 cases. Primary cases and revaccinations numbered 1,437,924 and 113,676, against 1,357,745 and 107,245, respectively, during the preceding year, and of these the number successful were 1,296,673 primary cases against 1,222,602 in 1905-06 and 72,825 revaccinations against 73,710. The percentage of success in the former rose to 93·4 from 92·9 and in the latter it fell to 74·2 from 76·0. The increased amount of work is attributed to the impetus given by the prevalence of small-pox throughout the Presidency. The largest increases occurred in the North Arcot (20,415 cases) and Godavari (14,198) districts and in nine other districts the increases ranged between five and ten thousand cases. In two districts only, *viz.*, Tanjore and Chingleput, were decreases recorded and these are attributed in the former to the absence of vaccinators without substitutes, and in the latter to the smaller number of unprotected persons, and in both to the short supply of paste. The shortage of the paste supply was due to the failure of the contractor to supply a sufficient number of calves to the King Institute and to an outbreak of disease among those actually supplied, but measures have been taken to guard against a similar misfortune in future. The absence of vaccinators without substitutes will also be avoided by the maintenance of a reserve of operators by district boards. In municipalities 153,269 operations, or 14,312 less than in the preceding year, were performed. In Madras alone there was a fall of 15,744 operations, and in Negapatam and Trichinopoly decreases of over 1,000 cases each occurred, which are said in Madras and Negapatam to have been due to epidemics of small-pox in the preceding year when many people then sought protection in vaccination, and in Trichinopoly to the failure of the lymph supply and the carelessness of an operator. The total number of operations at dispensaries fell from 2,100 in 1905-06 to 248, and is accounted for by the orders issued in April 1905 by the local Government removing the responsibility of vaccination from medical officers.

On an estimated birth-rate of 40 per thousand, 31·92 per cent. of the infants were successfully vaccinated compared with 30·09 per cent. in 1905-06, and in municipalities 65·7 per cent. compared with 67·9 per cent. in the preceding year.

Lanoline lymyh supplied by the King Institute was used in the vast majority of cases with a percentage success of 94·0 in local fund areas and of 95·9 in municipalities, and in the 193 cases performed with the same description of lymph supplied by the Bangalore Institute the percentage of success was 96·9. The glycerine lymph supplied by the King Institute was used in 11,708 cases and was practically a failure, as only 6·3 per cent. proved successful. The Corporation of Madras, with the sanction of the local Government, now uses animal lymph and no longer obtains vaccine paste from the King Institute.

The cost of the department showed a small increase, from £19,628 in 1905-06 to £19,659 in 1906-07, but the cost of each successful case fell to $3\frac{1}{2}$d or $1\frac{1}{6}$d less than last year.

Coorg.—Vaccinations numbered 10,884, or 6 more than in 1905-06. Primary vaccinations numbered 9,013 and revaccinations 1,871, the corresponding figures for the previous year being 9,047 and 1,831. The percentage of success in primary cases was 93·22, slightly lower than the year before when the rate was 93·30, and in revaccinations 75·54 compared with 76·11. Dispensary vaccinations fell from 413 to 348, the percentage of success in primary cases falling from 89·71 to 87·85, and in revaccinations from 78·26 to 72·22 in the two years 1905-06 and 1906-07, respectively.

The cost of the department was £183 $1\frac{7}{15}$ nearly the same as in the preceding year, and each successful case cost $4\frac{7}{12}$d which is $\frac{1}{12}$d more than in the year before.

Bombay.—In 1905-06 the number of operations in Bombay was 12,669 less than in the preceding year, and in 1906-07, the total of 629,184 operations exhibits a further decline of 26,286. In the western registration district there was a decrease in the number of

persons primarily vaccinated which is attributed to the interruption of work by the deputation of vaccinators to classes of instruction in the use of preserved lymph; in the presidency circle there was a decrease in both primary cases and revaccinations, said to be due to the supply of lymph being interfered with owing to rinderpest among the calves and also to vaccination being interrupted by the extra work thrown on the staff in the preparation of glycerinated vaccine; in the Gujarat registration district there was a fall in both classes of work, the decrease in primary cases occurring in the Native States only, the reason assigned being the absence of the supervision that exists in British territory. The largest decrease in both primary cases and revaccinations occurred in the Sind registration district, the chief cause being the great prevalence of malarial fever among all classes. There was also a decrease in the Aden Settlement, the reason for which has not been stated. The total primary operations numbered 593,351 against 610,985, and revaccinations 37,510 against 45,353 during the previous year: the ratio of success was 95·93 per cent. in the former and 71·75 in the latter, compared with 97·56 and 76·13 per cent., respectively, in 1905-06. These figures include dispensary vaccination which numbered 325 primary cases and 1,180 revaccinations against 1,764 and 2,104, the corresponding figures for the preceding year, while the ratios of success were 84·16 and 54·22 per cent. for primary cases and revaccinations, respectively, compared with rates of 97·47 and 60·98 per cent., respectively, in 1905-06.

Estimating the birth-rate at 40 per thousand, 49·71 per cent. of the infant population were successfully vaccinated against 52·32 per cent. in the preceding year. The number of children actually vaccinated in towns exceeded the number calculated to be available, which is said to be due to children born outside the towns being vaccinated in them.

Good progress was made in the substitution of glycerinated vaccine for calf and human lymph and by the end of the year the use of preserved lymph had been introduced in all British districts excluding Sind. The depot at Belgaum supplies lymph to most of the vaccinators and that at Bombay to the local municipal establishment. A bacteriological laboratory has been added to the Belgaum depot, and the purity of every supply of vaccine is now tested before issue. In Sind calf lymph is used in Karachi town, and human lymph in all the districts. In the Presidency as a whole, human lymph, calf lymph, glycerinated lymph and lanoline lymph were used. The results with glycerine lymph are not yet as good as those with human and animal lymph, but the provincial Sanitary Commissioner notes that new methods, new material and new instruments require time before the best results can be obtained.

The cost of the department increased from £20,087 in 1905-06 to £21,742 in 1906-07, and in consequence of the larger expenditure and the smaller number of operations the cost of each successful case rose from 8¼d. to 9½d. The large increase under provincial funds is stated to be due to the increased pay of Deputy Sanitary Commissioners.

Burma.—The number of operations performed in Burma in 1906-07 was 411,131 or 60,289 fewer than in the preceding year. Primary cases decreased by 57,414 to 359,709 and revaccinations by 2,875 to 51,422. In primary work the ratios of success were practically the same in both years, *viz.*, 90·80 per cent. in 1905-06 and 90·65 in 1906-07, but in revaccinations the ratio fell from 53·25 per cent. to 52 39. The decline in the work of the department is said to be due not to apathy on the part of the officers concerned, but largely to the presence of plague, as there was proof that the people were confusing vaccination with inoculation against plague. In localities not affected by the plague scare there was evidence of increased work. At dispensaries 18,521 operations in all were performed or 1,014 more than in 1905-06. The percentage of success in primary cases fell to 90 12 from 90·44, but in revaccinations it rose to 59·34 from 53·78 in the preceding year.

Estimating the birth-rate at 40 per thousand, 18·58 per cent. of the children were successfully vaccinated compared with 21·27 per cent. the year before. The statistics of the children available in towns and the number vaccinated show that the latter exceeds the former, owing to children being brought into the towns for vaccination.

Vaccine lymph continued to be manufactured at the Meiktila depot for the whole province except Rangoon. In addition to recognized difficulties due to high temperature in certain months, the lanoline supplied to the depot was unsatisfactory and in consequence a large proportion of the issues were of glycerinated lymph. Lanoline is, however, held locally to be the best medium to preserve the vitality of the lymph in tropical conditions, and arrangements have been made to obtain a better quality. Proposals have

been made to open a vaccine institute at Maymyo where the disadvantage of a high temperature at certain seasons of the year will be avoided. After a series of experiments at the Meiktila depot Major Entrican decided to discard the use of chloroform in purifying lymph for ordinary purposes. The vaccine depot at Rangoon is reported to be so ill-fitted as to render the successful manufacture of vaccine difficult, but the local municipal authorities are expected soon to realize the necesssity for constructing and equipping a suitable depot for the lymph supply of the town.

The cost of the department rose from £7,631 in 1905-06 to £8,502 in 1906-07, and of each successful case from $4\frac{3}{4}$d. to $6\frac{1}{12}$d. The increased expenditure is attributed to the cost of educating native superintendents of vaccination and improving the equipment of the Meiktila vaccine depot, and this with the smaller number of vaccination operations, resulted in the higher cost of each successful case.

Ajmer-Merwara.—The total number of operations which had been 14,935 in 1905-06 fell to 12,100 in 1906-07. Of the total the primary cases numbered 11,973 and revaccinations 127, against 14,510 and 425, respectively, in the preceding year. The percentage of success however showed an improvement compared with the preceding year: in primary cases 97·87 per cent. proved successful against 95·50 per cent., and in revaccinations 82·68 per cent. against 81·65 per cent. There was no dispensary vaccination in the province.

The cost of the department was £191 as compared with £190, and the cost of each successful case $3\frac{5}{6}$d. against $3\frac{1}{12}$d. in the preceding year.

The conditions of service of vaccinators.—In November 1906 the Government of India considered the question of the position of vaccinators who, although employed by municipalities, local bodies and cantonments, were entitled to pensions or gratuities from the general revenues. They decided that vaccinators should be placed on the same footing as other local fund employés, and accordingly directed, in Home Department Resolution No. 190-202 (Municipalities), dated 27th November 1906, that—

(1) for the future vaccinators shall not be enrolled as servants of Government or employed as a provincial establishment;

(2) vaccinators employed hereafter by local bodies shall be wholly under their administrative control, and shall be on the same footing as other local employés; and that

(3) existing incumbents shall retain existing rights to pension from Government.

The effect of these orders cannot of course be gauged at present, but with the beginning of an altered system of recruitment a record of the present position in respect of the recruitment, employment, etc., of vaccinators is of interest The statement on the following pages shows conveniently the number of vaccinators working in the several provinces, by whom they are employed, how they are supervised, their rates of pay, the area in which they are required to work, and how they are employed in the non-vaccinating season.

Statement showing the conditions of employment of vaccinators in the different provinces of India.

Province.	Employed by	Number. 1st class.	2nd class.	3rd class.	Total.	Pay. 1st class.	2nd class.	3rd class.	Total.	Pensionable or Non-pensionable.	Area within which a vaccinator is required to work.	How employed during the non-vaccination season.	Supervision exercised.
						£	£	£	£		Square miles.		
Bengal ...	State ...	...	...	...	15	...	...	...	16*s.*—£2	Non-pensionable†	...	Vaccinators in municipalities are generally entertained for periods ranging from 3 to 6 months. When entertained during the non-vaccination season they are employed in connection with the stamping out of outbreaks of small-pox, and are given an allowance of four pence a day.	Supervised by Inspectors of Vaccination, Deputy Sanitary Commissioner and the Civil Surgeon.
	Local bodies	...	...	...	*209	...	...	...	*s. d.* 10 8—£1				
	Licensed ...	...	...	...	1,421	...	...	...	Paid at the rate of two pence for each successful case.	...	75 ...		
Eastern Bengal and Assam.	State ...	...	...	...	31	...	...	...	*s. £ s. d.* 16—1 6 8	Pensionable ...	851	No regular employment. The proposal to employ Municipal vaccinators in collecting vital statistics in compulsory areas is under consideration.	Each Sub-Inspector is responsible to the Civil Surgeon for the work of the vaccinators within his circle, he has to inspect about 60 to 70 per cent. of the operations performed and submits a monthly report of operations to the Civil Surgeon. The District Inspector helps the Civil Surgeon in compiling monthly returns and inspects about 40 per cent. of cases. The Civil Surgeon and Deputy Sanitary Commissioner also inspect the work when on tour.
	Local bodies	...	...	...	239	...	...	...	*s. d. £ s. d. s.* 10 8—1 & 13 4—16	Non-pensionable	51		
	Licensed ...	...	...	...	971	...	...	...	Paid by fees at two pence for each successful case.	...	45		
United Provinces.	State ...	...	...	...	924	*s. d.* ‡13 4	*s. d.* ‡10 8	*s.* ‡8	...	Pensionable ...	116	On sanitary and registration work, for the distribution of medicines in times of epidemics or of relief in times of scarcity, for checking vital statistics, or assisting in carrying out minor sanitary improvements in villages. When so employed they are given in addition to pay an allowance of 6*s* 8*d*. per mensem.	The Province is divided into two Circles, each circle is under the superintendence of a Deputy Sanitary Commissioner and each district is under the direct supervision of the Civil Surgeon assisted by an Assistant Superintendent of Vaccination, except in the case of a few districts where the supervision is exercised by a Senior Assistant Superintendent of Vaccination.
	Local bodies									Non-pensionable	...		

						£ s. d.	£ s. d.	£ s. d.			Square miles.		
Punjab ...	District Staff	14	32	70	§244	1 6 8	1 0 0	0 16 0	...	Pensionable ...	398	Vaccinators during the non-vaccination season are employed in checking birth and death registers and preparing lists of children for revaccination in the following winter. A certain number are sent to Sadr dispensaries to be taught the compounding of medicines and the doses and uses of simple drugs, and also to dress simple wounds and to perform such minor operations as the opening of abscesses. They also distribute quinine in districts where malarial fevers are prevalent. On cholera epidemics they are employed for distributing medicines, etc.	The work of vaccinators is inspected by Superintendents of Vaccination, Divisional Inspectors, Civil Surgeons, and the Deputy Sanitary Commissioner, and the Sanitary Commissioner in the course of his tours also inspects the work.
	Special Staff	2	7	8	17	1 9 4	1 2 8	0 18 8	...	,, ...	...		
	Cantonments	...	...	...	8	...	...	...	...	,, ...	...		
North-West Frontier Province.	State ... / Local bodies	2	6	6	34‖	1 6 8	1 0 0	0 16 0	...	Pensionable ...	442 ...	In inspecting birth and death registers and in receiving instruction at the Sadr station in the use of a few simple drugs.	The work is under the immediate supervision of native supervisors and Divisional Inspectors, but a great portion of the work is inspected by Civil Surgeons and occasionally by the Administrative Medical Officer when on tour.
Central Provinces and Berar.	State ...	49	77	96	247(*a*)	1 0 0	0 16 0	0 13 4	...	Pensionable ...	437 ... (25 for municipal or cantonment vaccinator.)	On duties connected with outbreaks of epidemic disease. When not so employed their services are available for medical or sanitary work as the Civil Surgeon may think fit.	The work of the vaccination staff is supervised by native Superintendents of Vaccination and by the Civil Surgeon of the district under the supreme control of the Sanitary Commissioner.
	Local bodies	...	...	...	26	...	...	...	...	Non-pensionable...			
Madras ...	State ...	...	...	...	859(*b*)	£ s. d. 1—1 6 8	0 13 4	0 6 8	...	Non-pensionable	94 ...	No recess period	The work is supervised by Deputy Inspectors of Vaccination who are Government servants appointed and controlled by the Sanitary Commissioner, and are required to verify not less than 50 per cent. of the operations performed.
	Local bodies						0 16 0	0 9 4					
Coorg ...	State ...	...	...	...	6	...	...	...	1	Pensionable(*c*) ...	91 to 421	Vaccinators remain at head-quarters and perform what operations they can.	The Civil Surgeon is the Superintendent of Vaccination and verifies cases when on tour. During the touring season the Inspector verifies vaccination work and submits fortnightly returns.
	Local bodies	...	...	...	2	...	...	...	1	Non-pensionable	2—5		
Bombay ...	State ...	...	...	...	351	1-12-0	1-4-0	0-18-8	...	Pensionable ...	322 ...	There is no non-vaccinating season, but the work is less during the monsoon months.	The supervising staff comprises 5 Deputy Sanitary Commissioners, 31 Inspectors who are also advisory Sanitary Inspectors. There is at least one Inspector to each Collectorate and two or more for the larger Collectorates. Each Inspector is able to see some if not all his vaccinators twice a year.
	Local bodies												

* Excluding Calcutta Municipality.

† Except those in Darjeeling and Sambalpur; future incumbents will be treated as Local Fund employés and will not be entitled to pension.

‡ Vaccinators employed in certain municipalities and cantonments are granted by the Local Bodies concerned a small extra local allowance.

§ Including 128 of the 4th grade at 13*s.* 4*d.* each. The men of the special staff are provincial vaccinators and are paid from the provincial funds; those employed in Cantonments are paid from Cantonment funds. The District Staff vaccinators are employed locally and paid from municipal and district funds, but are enrolled as servants of the State and admitted to the benefits of pension, etc.

‖ Including 20 of the 4th grade at 13*s.* 4*d.* each.

(*a*) Including 25 apprentice vaccinators at 10*s* 8*d.* each per mensem.

(*b*) In addition, 4 vaccinators are employed in Zamindaries, 6 in Cantonments and 18 in Agency Tracts: the services of men in Agency Tracts and Cantonments are pensionable.

(*c*) As vacancies occur, they will be filled by men employed by the Local Fund Board.

Statement showing the conditions of employment of vaccinators in the different provinces of India—contd.

Province.	Employed by	Number.				Pay.				Pensionable or Non-pensionable.	Area within which a vaccinator is required to work.	How employed during the non-vaccination season.	Supervision exercised.
		1st class.	2nd class.	3rd class.	Total.	1st class.	2nd class.	3rd class.	Total.				
Burma ...	State ...	...	...	...	Not fixed	...	...	...	£ s. d. £2* 1 6 8	Pensionable ...	Not fixed: usually corresponds in size with the township concerned.	No period for cessation of vaccination work; arrangements are being made to cease it for one month during the year, when vaccinators will be deputed to sell quinine, to perform mosquito brigade work, or other duty according to local requirements.	Civil Surgeons are *ex-officio* Superintendents of Vaccination and are responsible for the management of the staff and outturn of work in their respective districts. Native Superintendents (25) of Vaccination have been appointed for inspection work.
	Local bodies	...	...	...	„	...	...	...	...	Non-pensionable			

*Higher rates are given in a few specially unhealthy localities.

Sanitary works.

Bengal.—The number of municipalities in Bengal, excluding Calcutta, in 1905-06 was 128, and their income during the year, excluding the opening balance of £50,570, was £331,142 or £9,279 more than in 1904-05. The total sum available was £381,712 and of this 38·63 per cent. was spent on sanitary works, of which 7·42 per cent. was spent on the treatment of the sick, 8·76 per cent on roads, 5·19 per cent. on public safety and 30·96 per cent. on other requirements. The actual sums spent on sanitary works were as follow—on water-supply £16,537 or £1,013 less than in the previous year; on drainage £ 0,671 or £938 less than in the previous year, the decrease in both cases being due to smaller capital expenditure; on conservancy £78,600 or £4,698 more than in 1904-05; while smaller sums were spent on markets and slaughter-houses, vaccination, the disposal of the dead, etc.

The improvement of the conservancy in the towns of Bengal continues to make progress and expenditure under this head rose nearly everywhere. Almost every town has now a properly laid out trenching ground and most of these are regularly cultivated. Rules for the management of the septic tank installations at factories have been published and instructions were issued from the office of the Sanitary Commissioner to all inspecting officers specifying the details of inspection to be made by them of these installations. Several of the District Boards undertook the sanitary improvement of villages, notably in the Patna district, where 181 villages were cleansed on the lines laid down by the Board at a cost of £167.

Sanitary Board.—There were four meetings of the Sanitary Board during the year, at which the following were the principal subjects of discussion—

(1) rules for the preparation of water-supply and drainage projects;
(2) the employment of a permanent staff of surveyors for the preparation of sanitary schemes;
(3) the preparation of a drainage scheme for the Berhampore municipality; and
(4) a proposal to treat the Darjeeling water-supply with ozone.

Preliminary estimates were prepared for the following schemes—

Gaya water works.—It is proposed to sink wells on the bank of the river Phalgu. The estimate, which amounts to £42,000, is being considered by the local authorities.

Patna drain-flushing scheme.—It is proposed to have a central pumping station at Babuaganj *ghat*; the cost of the scheme is £7,733.

Jessore water-works.—Borings are being made to ascertain whether a sufficient supply of water can be obtained from the bed of the Bhairab.

Detailed estimates were prepared for the following—

The Khulna water-works.—The cost of the scheme was reduced to £1,189. It provides for a supply of 15,000 gallons of filtered water a day delivered into five existing reservoirs. The water is raised from a reserved tank by means of a pulsometer pump with two sand filters, whence it flows in pipes to the reservoirs from which the people draw off the water. The works were opened in October 1906.

Bhagalpore water-works, remodelling.—The scheme, which will cost about £8,067, comprises a remodelled intake from the Ganges, and an installation of Diesel oil-engines for pumping.

The Darjeeling water-works.—The Pasteur-Chamberland system having proved a failure, it has been resolved to convert the existing settling tanks into sand filters.

Monghyr water-works.—A scheme to obtain water direct from the Ganges at a cost of £ 31,267 was sanctioned and the work was nearly finished at the end of the year.

The municipalities of Arrah, Bankura, Berhampur Bettiah, Bhagalpur, Garden Reach, Jessore, Murshidabad, Midnapore, Baruipur and North Barrackpur, each appointed a surveying staff for the preparation of surface drainage schemes. Drainage schemes for Suri, Serampur and part of Hooghly-Chinsura were drawn up, and good progress was made in the towns of Burdwan, Monghyr, Kalna and Katwa. The Hazaribagh municipality entrusted the execution of their drainage scheme to a contractor.

The following schemes among others were considered during the year—The Cossipur-Chitpur unfiltered water-supply; the Serampur filtered water-supply; the extension of filtered water-supply to Tollygunge; the Kurseong water-supply improvement; the Manicktollah water-supply; the Bagjollah drainage scheme; and drainage schemes for Baranagore, Cuttack, Baraset, Uttarpara, Titaghar and Howrah (Block IV).

Eastern Bengal and Assam.—The aggregate income of the 44 municipalities in 1905-06, including opening balances, was £100,634 of which 42·12 per cent. was spent on sanitary works and sanitation, including treatment of the sick and the construction of roads, the actual sums spent under the principal headings being £5,143 on water supply; £3,041 on drainage; £24,211 on conservancy; £1,562 on markets and slaughter houses; £9,704 on the treatment of the sick; and £14,294 on the construction of roads, the amount under each heading in all cases, except treatment of the sick, being considerably larger than in 1904-05.

The towns of Gauhati, Silchar, Dibrugarh, Faridpur, Mymensingh and Pabna spent the largest proportion of their respective incomes on sanitation, in each case over 50 per cent.; the towns of Sylhet, Noakhali, Comilla, Rangpur and Dacca spent between 40 and 50 per cent., and Chittagong spent 28·13 per cent.

Many of the District and Local Boards are beginning to spend a larger percentage of their income on sanitation, and there is reported to be a growing feeling among them that Sanitary Inspectors should be appointed to bring them more in touch with the requirements of the districts and to aid in dealing with outbreaks of epidemic disease.

In many of the larger towns of the province schemes for water-supplies and drainage are under consideration, and the improvement of conservancy and the construction or improvement of market buildings are receiving attention.

At Dacca a scheme for improving and extending the existing water-supply is under consideration, and plans and levels have been prepared in connection with a drainage project. A new slaughter-house is in course of construction and proposals have been brought forward for the construction of a municipal market.

At Chittagong two alternative schemes for a water-supply have been brought forward: one scheme provides for the construction of a reservoir by damming a stream among the hills near the town; the other provides for obtaining water from springs near the railway station.

At Narayanganj a project to supply the inhabitants on the western bank of the river Lakhia with water from that river at a cost of £11,133 is being carried out, and a surface drainage scheme to cost £933 is being prepared.

At Barisal a water-supply project to supply water from the river at a cost of £13,800 has been temporarily shelved for want of funds, but it is hoped that it will soon be taken up.

At Dinajpur a drainage scheme has been completed as far as possible at present, and a further scheme to canalise the Ghagra and Kachai rivers where they pass through the town is being considered by the Municipality and District Board.

At Gauhati a new pump has been installed at the water-works; and the building of the new municipal market is well advanced.

Projects for improving the water-supply of Chandpur, Rampur-Boalia, Sibsagar, Silchar and Jorhat are under consideration, and surface drainage schemes for English Bazar, Mymensingh, Comilla, Gauhati and Silchar are in various stages of preparation.

Sanitary Board.—Five meetings of the Board were held during the year, at which the following were the principal subjects of discussion—

(*i*) *The drainage of unhealthy areas.*—Steps were taken to obtain information concerning unhealthy tracts in the Faridpur, Dinajpur, Rangpur and Rajshahi districts with a view to taking special measures for their improvement. A scheme for the improvement of the Nator sub-division of the Rajshahi district is being drawn up by the District Engineer.

(*ii*) *Improvement of water-supplies in rural areas.*—A sum of £1,467 was placed at the disposal of the Board by the local Government to be distributed as grants-in-aid to the various District and Local Boards on the conditions that the Local Board and the people of the locality would each contribute a sum equivalent to the grant, and that legal guarantees should be given that the water in the wells or tanks constructed with the money should be reserved for drinking purposes. In some districts the invitation of the Sanitary Board for applications was eagerly accepted, notably in Kamrup and Dinajpur; from the former district alone applications for more than half the total allotment were made.

(*iii*) An enquiry into the condition of the country near Bogra which was said to have become unhealthy through the silting up of the river Karatoya. The re-excavation of the river was found to be impossible; but it seems there is no evidence that the area in question is particularly malarious.

(*iv*) The appointment of a Sanitary Engineer for the province. An application for a whole-time Sanitary Engineer was made to the local Government. The creation of the appointment has been approved by the Government of India.

United Provinces.—The municipal towns in these provinces spent in 1905-06 about 44 per cent. of their total income on conservancy, plague-prevention, water-supply and drainage; the actual expenditure was on water-supply works £3,485 and on drainage and sewerage £73,147. The rapid progress made in the development of municipal sanitation may be gauged from the fact that the cost of the projects of improvement considered by the Sanitary Board was about 38 per cent. more than in the previous year. The water-supply works at Agra, Allahabad, Benares, Cawnpore, Lucknow and Meerut worked well throughout the year; there was in each instance a considerable increase in the quantity of water supplied, many pipe extensions were made, and the numbers of house connections continue to rise. At Naini Tal the water-works gave satisfaction throughout the year; and at Mussoorie the large hydro-electric scheme for extending the water-works and providing electric light in Mussoorie and Landour made good progress and is expected to be completed by March 1908.

At Agra 15 more lanes were paved and drained and the length of drains flushed has risen to 42½ miles. At Allahabad a large drainage scheme is in preparation, in connection with which an engine and disintegrator were purchased during the year. Many stone-flag drains were laid and 46,000 square feet of city lanes paved. At Benares the sewerage scheme has been completed at a cost of £88,802 and a further scheme estimated to cost £138,197 for the sewerage and surface drainage of the rest of the city has been sanctioned and will be carried out as funds become available. At Cawnpore the sewerage scheme worked satisfactorily, and estimates and plans for the surface drainage and paving of the city were prepared. At Lucknow progress was made with the surface drainage and paving and after some discouraging results, satisfactory results are being obtained with the plant for the biological treatment of sullage which on account of its extreme concentration (446·0 parts of suspended solids per 100,000) presents unusual difficulties.

Drainage works were completed in Dehra Dun, Chandausi, Fategarh and Mirzapur; and were nearing completion in Deoband and Nagina. Projects for the drainage of Hathras, Budaun, Moradabad, Hapur, Saharanpur, Bahraich Jaunpur, Fyzabad, Ujhaini and Muttra-Brindaban were either completed or nearly completed; and surveys were in progress in Amroha, Etawah, Gorakhpur, Mainpuri and Sambhal.

The appointment of an Assistant Engineer was sanctioned, and Mr. Parker, who was selected, joined his appointment in January 1907.

Sanitary Board.—There were four meetings of the Board during the year, at which the members considered, criticized and approved projects estimated to cost £172,728 to most of which reference has already been made. The reports on the working of the Village Sanitation Act in 1904-05 were read, and it was noted with satisfaction that the expenditure on village sanitation which amounted to £6,881 was greater than in any former year.

Punjab.—No details regarding municipal funds or of the proportion of income devoted to sanitary works are contained in the provincial report. At Lahore estimates have been made and financial arrangements are being considered for improving the water-supply by the addition of a third engine and another series of wells. The construction of the conservancy tramway line was nearing completion. At Delhi the urgent necessity for an extra engine, pumps, filter beds, and sedimentation tank at a cost of about £12,867 has been brought to the notice of the Municipal Committee. The intramural drainage construction made good progress. At Amritsar estimates for remodelling the street drains in several more of the city wards were prepared; and it was decided to raise the sullage by means of centrifugal pumps from two collecting tanks at the surface on to land. At Ambala grants-in-aid aggregating £1,000 were sanctioned for the extension of intramural drains. At Rawalpindi the construction of the main intercepting drain and disposal works estimated to cost £9,264 was nearly completed, and the preparation of a project of intramural drainage was taken in hand. At Multan the construction of the main drain and disposal works to cost £4,879 was nearly finished. The drainage works at Jagraon and Gujarat were completed. At Ludhiana a detailed estimate amounting to £28,698 for the water-works scheme was sanctioned and work was begun in September. At Sargodha the water-works, estimated to cost £8,151 and the drainage works of the city and civil station, estimated to cost £6,067 were completed.

The Sanitary Engineer notes that there still remains much to be desired in the working of the sewage farms, but the Sanitary Commissioner draws attention to the increase in the area of land taken up for sullage irrigation in the vicinity of many of the towns and to the increased price being paid for municipal sullage. The amount realized from the sale of manure by the municipal towns was £10,656 compared with £10,125 in 1905.

A few District Boards offered rewards for the best results shown in the sanitary improvement of villages, but as usual they were not bestowed as the interests of village communities in sanitation is not yet awakened.

Sanitary Board.—There were five meetings of the Sanitary Board during the year. The Board distributed grants-in-aid aggregating £2,000 to a large number of the smaller towns for sanitary works; and advised regarding most of the projects mentioned above.

The appointment of provincial Sanitary Engineer was made a permanent one.

North West Frontier Province—Progress in sanitation in this province was confined to minor improvements in the water-supplies, drainage and conservancy of the towns, and to the cleaning out of wells in the district. There was a trifling increase in the sum derived from the sale of manure by municipalities, the aggregate receipts rising from £1,452 in 1905 to £1,457, and it appears that if more attention was paid to this source of income the sum realized would be considerably increased.

Central Provinces and Berar.—The income of the district head-quarters municipalities in 1906, excluding opening balances and special grants, was £86,468 or £1,769 less than in the previous year. Of the total income 39·49 per cent. (against 34·24 in 1905) was spent on water-supply, drainage, conservancy (21·04 per cent. of total income), markets, slaughter-houses and other sanitary requirements; 4·27 per cent. on medical relief; 1·21 per cent. on plague and 0·17 per cent. on vaccination.

No original work of capital importance was undertaken during the year, but in most of the towns considerable activity was displayed in improving water-supplies, extending and renewing drains, etc.

Sanitary Board.—Meetings of the Sanitary Board were held at all district head-quarters, except Akola, Hoshangabad and Nagpur. The work carried on under their direction consisted as usual in the improvement of existing wells, the construction of new wells, the repair of roads and the clearing of village sites.

A letter was sent by the local administration to the Government of India in which the urgent necessity for the appointment of a provincial Sanitary Engineer to carry out schemes of sanitary improvement in the larger towns was represented.

Madras.—No details of municipal income or of the proportion expended on sanitation are furnished in the provincial report from which, however, it appears that the assignment made for sanitation during 1906 was smaller than in the previous year, but a larger proportion was actually spent, although with the single exception of Bimlipatam, where it was exceeded, in no town was the allotment fully utilized, and in eight towns the expenditure was 50 per cent. below the sanctioned amount.

The extension of the Coonoor water-works, and the erection of a pumping installation at the Arisipalyam tank in Salem were completed under the direction of the Sanitary Engineer. The improvement of the head-works of the Guntur water-supply, the drainage works of Ootacamund, and the head-works of the Saidapet water-supply scheme, which was held in abeyance pending the settlement of a claim made by the authorities of the cantonment of St. Thomas' Mount to certain land, were under construction. The Vellore, Gudiyattam and Nellore water-works were being constructed by the Public Works Department. A comprehensive scheme for the drainage of Madura, and plans and estimates for the water-supply of Berhampur, Periyakulam Tuticorin (filter-beds and pumping plant), and Tanjore extension were prepared by the Sanitary Engineer. A report containing proposals for the improvement of the drainage of the City of Madras was forwarded to Government, the proposals were sanctioned, and the President of the Corporation was requested to have plans and estimates prepared.

Sanitary Board.—The Sanitary Board reviewed a large number of schemes the aggregate cost of which was £402,627. Of the schemes, 39 costing £397,645 were for Municipalities and 27 costing £ 4,982 were for local Fund Boards. The most important of the schemes were, Madras water-supply (improvements), £150,000, Ootacamund drainage, £25,535; Coimbatore water-supply, £30,000, Madras hospital for infectious diseases, £7,644, Tuticorin water-supply, £19,279, Madras

drainage (improvements), £38,625, and Madura drainage, £90,929. Final approval was accorded to the plans and estimates of 31 works costing £5,975.

Bombay.—The income of the 162 municipalities in the districts of Bombay in the year 1905-06 was £466,596 of which £149,032 or 31·94 per cent. was spent upon water-supplies, drainage and conservancy. There were 24 District Local Boards with 210 *Taluka* Local Boards, of which the aggregate income was £379,006 and a sum of £26,325 or 6·95 per cent. of income was expended by them on water-supply and drainage.

Progress in municipal sanitation in the Bombay Presidency has been hampered by the ravages of plague which have embarrassed the financial position of most municipalities to such an extent that many urgent schemes for water-supply and drainage have had to be deferred.

Sanitary Board.—The Board met twice during the year, when the following among other matters were considered—

(1) Surveys for the improvement of the water-supply and drainage of the towns in the neighbourhood of Bombay City.

(2) The collection of information regarding municipal water-supply and drainage works with a view to obtain a record of such works in the Presidency. The information collected by means of a circular addressed to all municipalities was abstracted by the Sanitary Engineer and forms an admirably concise account of the progress made in municipal sanitation in the Bombay Presidency. It is published in the provincial Sanitary Report for 1906.

Three important works were in progress during the year—

The Ahmedabad drainage and sewerage scheme.—The extension of the scheme undertaken by the municipality in 1903 was completed at a cost of £93,535 for which they have sewered 500 acres of the city populated by about 90,000 persons. The municipality are arranging to extend operations on their sewage farm, and to develop their resources before beginning a further extension of the scheme.

Karachi drainage.—Extensions of the Shone system were in progress and the original scheme cost £40,000 for a population of 30,000. Another £36,667 have been sanctioned to extend the system to a total population of 44,564.

The Jalgaon water-supply.—The water-supply is derived from two tanks situated about 3 miles to the south of the town. The lower tank serves as a pure water reservoir; the upper tank, which was built in 1878 to supplement the supply of the lower, is leaky and frequently runs dry. The improvements include a feeder channel to augment the supply in the upper tank, a balancing tank, a new 13-inch service main to replace the existing 5½-inch main, and improvements in the distribution system; the cost is estimated at £11,393.

The following projects were sanctioned—

Improvements to the Dhulia water-works.—The expenditure of £2,545 was sanctioned to provide new filter-beds.

Pandharpur drainage.—The project for a complete drainage system, which includes a main collecting sewer to intercept the sewage which has hitherto found its way into the river, in which thousands of pilgrims wash and bathe and from which many of them obtain their drinking water, is estimated to cost £13,377.

Projects were prepared during the year for the Poona and Kirkee water-supply (£105,615) and the drainage of Poona (£149,025). A considerable number of new works and improvements to existing works were considered, including extension and improvement of the Ahmedabad water-supply; improvement of the Surat water-supply; a drainage scheme for Surat; Kurla water-supply; improvement of the Pandharpur water-supply; improvement of the Hyderabad water-supply; improvement of the Sukkur water-supply; improvement of the Ahmednagar water-supply; and the provision of new water-supplies for Nasik, Kapadvanj and Dakor.

Burma.—The total income of the towns in Burma in 1906 was £528,534 of which £274,453 were spent on sanitary works as follows—on water-supply £83,672; on drainage £57,245; on conservancy £69,793 and on other sanitary works £63,743.

At Rangoon the Hlawga water-supply scheme, estimated to cost £308,873 was completed and handed over to the municipality on the 1st July. A supplementary estimate of £9,511 was sanctioned for special repairs to the dams, and part of this work was finished.

The cantonment water-supply scheme was completed. The reclamation of land continues, but the improved building bye-laws were still under consideration of the Municipal Committee.

At Akyab the water-supply project was in progress and the estimates were slightly amended to admit of certain improvements.

At Insein plans and surveys for a drainage scheme were prepared by the Sanitary Engineer and handed over to the Executive Engineer of the district so that detailed estimates and plans might be prepared for sanction. At Pegu plans and estimates (£3,421) for a drainage scheme were prepared. At Mandalay water-supply schemes continue to be discussed. In several other towns plans and estimates for water-supply and drainage schemes were prepared.

The income of the District Municipalities in 1906 was £297,585 of which £21,373 were devoted to sanitary works, distributed as follows—on water-supply £4,669, on drainage £2,505; on conservancy £4,806; and on other sanitary works £9,393.

Sanitary Board.—The Board met four times during the year—three times in Rangoon and once in Mandalay. At the second meeting the Board approved of the amended rules for the guidance of the Sanitary Engineer in respect of sanitary works and recommended their adoption. At the third meeting the water-supply of Mandalay was discussed as the accepted scheme for tube wells was not considered in all respects satisfactory. It was resolved that the municipality should be asked to decide what is the largest sum which they can afford to pay for a water-supply, and that for comparison with the present scheme the following sources of supply should be considered and rough estimates framed for the different projects—a reservoir in the hills with a supply by gravitation; deep wells in the north of the town; the river.

General Remarks.

Red Sea Pilgrim Traffic.—The pilgrim season of 1905-06 was the last for which the segregation of pilgrims for five days at Bombay, prior to embarkation, was enforced. The conditions on which pilgrimage from India to the Hejaz is now permitted were detailed on page 119 of this abstract for 1905-06.

According to the report by the Superintendent of the Preventive Service, Bombay, the segregation Camp at Pir Pao was opened on the 7th October 1905, and the first batch of pilgrims sailed from Bombay on the 14th of that month. In all 18,390 pilgrims left Bombay in 23 ships, the last sailing on the 9th of January 1906. The report of the British Vice-Consul at Kamaran records the arrival of 24 ships from Bombay with a total of 18,745 pilgrims of whom 15,203 are described as Indians. The Vice-Consul has included in his return the S. S. "Clan Sinclair" which arrived at Kamaran on the 15th of October 1905 with 257 pilgrims; this ship is not included in the return of the Bombay authorities, presumably because it sailed before the recognised pilgrimage season. According to the Indian reports there was an increase of 6,097 pilgrims during the season 1905-06 as compared with the previous one, but the Kamaran report records an increase of 3,801 only; this difference may be due to the fact that the Kamaran report, and also the Haj report, distinguish between Indians and Afghans, while the Indian report makes no distinction as to nationality.

The sanitary condition and arrangements of the ships are described in the Kamaran report as good, and the health of the pilgrims as satisfactory. On the voyage 30 deaths occurred, and from one ship five persons suffering from small-pox were landed at Aden.

During the period of quarantine at Kamaran 122 pilgrims were admitted to hospital and there were 35 deaths, due chiefly to acute and chronic bronchial and pulmonary affections, gastric and intestinal diseases, and old age and debility. The disinfection at Kamaran was carried out satisfactorily and there was no second disinfection as in previous years. The Haj report states that "the health during the pilgrimage was very satisfactory:" a few cases of small-pox occurred but the disease did not spread in epidemic form. The sanitary condition of Jeddah and Mecca was satisfactory.

The pilgrims, 18,072 in number, returned in 25 vessels between the 2nd of March and the 3rd of July 1906. During the homeward voyage 240 deaths occurred, the chief causes being old age, general debility, dysentery and diarrhœa. On ten ships during the voyage there were 34 cases of small-pox, one of measles and three of chicken-pox. Some of the patients were landed and taken into hospital at Aden and the remainder at Bombay. Of all the pilgrims on ships infected with small-pox, only 103 were vaccinated, the rest refusing to avail themselves of the offer of vaccination free of charge. The personal effects of 6,551 pilgrims among whom small-pox appeared were disinfected, after which the pilgrims were made over to the Protector of Pilgrims for despatch to their homes.

Laboratories.—At the *Central Research Institute* at Kasauli the preparation of antivenene and curative sera was continued and routine bacteriological work in connection with the examination of specimens sent for diagnosis was carried out. In March 1906 the staff of the institute commenced an enquiry in connection with the etiology and mode of spread of enteric fever in India; a report of the results obtained up to the present is now in course of publication in the Scientific Memoirs. In July 1907 the enquiry into the causation, prevention and treatment of dysentery in the prisons and lunatic asylums of India, upon which Captain Forster, I.M.S., had been engaged, was placed under the control of the Director of the Institute. A brief summary of the results obtained in this enquiry will be found on pages 108—109.

The *Bombay Bacteriological Laboratory* at Parel has two sections, the anti-plague vaccine section and the bacteriological section. The work of the first section has already been referred to in the chapter on the chief diseases. The room in the bacteriological section fitted up for the accommodation of outside workers, and other rooms in the laboratory, were occupied throughout the year by the Plague Research Commission, so that although several applications from outside workers were received none could be admitted. During the nine months from the 1st of April to the 31st of December 1906 the routine work undertaken in diagnosis and research for medical men in the Bombay Presidency included the examination of 358 samples of blood by the serum test for typhoid fever, paraty phoid fever and Malta fever, 131 films of blood for malaria parasites, spirilla of relapsing fever, plague bacilli, etc., and 32 specimens of sputum for tubercle bacilli, pneumococci, etc.

In all 183 animals were received for examination of which 84 were rats sent by private persons to be examined for the diagnosis of plague and 33 were dogs to be examined for the diagnosis of rabies. The research work done by the staff of the laboratory during the year included an investigation by the Director (Lieutenant-Colonel Bannerman, I.M.S.) to ascertain the relative value of the constituents of the anti-plague vaccine; an investigation of the value of Dr. Brazil's curative plague serum; investigations into an outbreak of cholera in the Umarkhadi jail; into an epidemic of infantile diarrhœa in the Cama hospital; into the life history and mode of transmission of the spirillum of relapsing fever, etc. The collection of snake venom was continued, 371 snakes being received during the year. The venom, after desiccation, was sent to the Central Research Institute for the preparation of antivenene.

The *King Institute of Preventive Medicine* at Guindy, Madras, also has two sections, the small-pox vaccine section and the bacteriological section. The work of the vaccine section has been mentioned in the chapter on vaccination. The routine work of the bacteriological section during the year included the examination of 1,083 specimens sent by medical and sanitary authorities. Of these specimens 396 were sent for diagnosis of plague, 217 for malaria, 134 for typhoid and similar fevers, 57 for tuberculosis, 12 for kala azar and 10 for hydrophobia; and 123 were tumours and 95 were samples of water. The research work carried out by the staff dealt with the bacteriological examination of Indian waters, the efficiency of cyllin as a disinfectant, the extraneous organisms of vaccine, the development of *Piroplasma canis* in the tick, kala azar, mammalian hæmogregarines, and other subjects. A summary of the results obtained in a few of these investigations is given on pages 110-112. The educational work done at the Institute included a course of lectures in minor sanitary engineering, a course of instruction for plague inspectors, and lectures and practical instruction in human and animal vaccination.

At the *Pasteur Institute*, Kasauli, during 1906 the number of persons who presented themselves for anti-rabic treatment was 1,147, of whom 350 were Europeans and 797 were natives. Among the Europeans 181 were soldiers and 169 were civilians, the corresponding numbers among the natives being 52 and 745. Patients came from every province, from the Native States of Rajputana and Kashmir and from Ceylon; ten of the eleven patients from Ceylon were European civilians. During the year the treatment was unsuccessful in only nine cases out of the total number treated. In addition to the antirabic inoculations, 282 experiments were conducted with brains sent for the diagnosis of rabies, and 969 specimens sent for diagnostic purposes were examined and reported upon.

The *Pasteur Institute*, Coonoor, was opened for the treatment of patients on the 1st of April 1907 so there is no information concerning its work to be recorded in this issue of the report.

Special enquiries.—In addition to routine work at the bacteriological laboratories enquiries have been or are being carried out with reference to enteric fever, dysentery, malaria, blackwater fever, kala azar, and other subjects.

Enteric fever.—This investigation which was commenced at the Central Research Institute in March 1906 was conducted by the Director of the Central Research Institute [Lieut.-Colonel Semple, R.A.M.C. (retired)] and Captain E. D. W. Greig, I.M.S.; other officers who assisted in the work were Lieutenant-Colonel Wyville Thomson, I.M.S., Captain D. Harvey, R.A.M.C., Captain F. N. White, I.M.S., Captain E. C. Hodgson, I.M.S., and Assistant Surgeon Paras Ram.

Dysentery.—In July 1906 Captain W. C. H. Forster, I.M.S., was placed on special duty under the Sanitary Commissioner with the Government of India to investigate the causation, prevention, and treatment of dysentery in the prisons and lunatic asylums of India. Until the end of the year Captain Forster worked in the jails of the United Provinces and the Punjab and in the laboratories of the Central Research Institute. In the beginning of 1907 he represented that the problems connected with the subject would be more likely to be solved by continuous work at a jail where dysentery is prevalent than by the work which could be done during short visits to many jails, and the Midnapur jail in Bengal was selected as being suitable. The services of two Assistant Surgeons were placed at his disposal, one to assist in the work at the Midnapur jail, the other in the work at the institute. The investigation in the Midnapur jail was commenced on the 1st of February 1907 and, excepting a short period spent on a visit to the Barisal jail in Eastern Bengal and Assam, where a severe epidemic of dysentery was

reported, has been carried on there since that time. In July 1907 the direction and control of the investigation was placed in the hands of the Director of the Central Research Institute.

Captain Forster has furnished three reports of the progress made in the investigation and a brief summary of the results recorded in the most recent of these may be given here with the saving clause that as the problems of the subject are not easy to solve the conclusions arrived at are liable to correction in the light of future work. Under the heading of the causes of acute dysentery Captain Forster states that from the stools of different cases he has been able to isolate the bacillus of Shiga, the bacillus of Flexner, the Y bacillus of Hiss and other varieties of the group, but that from the great majority of cases of bacillary dysentery, the bacilli of Shiga or of Flexner have been isolated. In some cases both these bacilli were present. In the cases of dysentery from which the bacilli can be isolated the stools are characteristic and the bacilli give rise to a definite train of symptoms. The vast majority of cases of acute dysentery are bacillary in origin, and, in first attacks of the disease, bacilli of the dysentery group are nearly always present. Captain Forster reports the finding of two types of amœbae in the stools of patients suffering from dysentery; one has characters similar to those of the *A. histolytica*, the other to those of the *A. coli*. The first type is the one nearly always found. Amœbae are often present in cases of chronic dysentery, but seldom in cases of acute dysentery (13 times in 88 cases); flagellates and ciliates are usually, and Shiga's bacillus is sometimes, present when amœbae can be found. Amœbae do not appear to be capable of causing a definite group of symptoms and they are not associated with a definite type of stool. Captain Forster considers that in a proportion of cases the presence of amœbae in the stools is secondary to an infection with Shiga's bacillus and that usually cases of chronic as well as cases of acute dysentery are bacillary in origin. Under the heading of the mode of spread of the disease he states that in the Midnapur jail dysentery is not due to infection of the general food or water supply or to infection of the soil, but that there is much evidence in favour of the view that the spread of the disease is due to the presence of "bacilli carriers". He has made experiments to ascertain the length of life of the bacilli of Shiga and Flexner outside the human body; in clothing and sheets the bacilli were killed by exposure in the sun for one hour, in blankets by exposure for two hours; and the bacilli could not be recovered from a specimen of mucus which had been placed in a glass tube and kept in a dark cupboard for 24 hours. These observations are in favour of the view that the bacilli cannot live in nature as saprophytes. The problem of the spread of dysentery by "bacilli carriers" is now being investigated bacteriologically on the same lines as has already been done in the case of enteric fever.

Malaria.—The Drainage Committee which, as was stated in this chapter of the last report, was appointed under the orders of the Government of Bengal to enquire into the conditions of drainage in the Presidency Division of Bengal and their connection with the prevalence of malaria, assembled in November 1906 and continued its enquiries until the 15th of March 1907. To assist the committee with expert knowledge the services of Captain Stewart, I.M.S., and Lieutenant Proctor, I.M.S., were lent temporarily to the local Government. The report of the committee has been considered by the local Government and it is understood that steps to give effect to the various recommendations made are being taken.

Blackwater fever.—In April 1907, as a result of a representation from the Duars Planters' Association, the Government of India in consultation with the Government of Eastern Bengal and Assam, arranged that an enquiry regarding blackwater and other fevers prevailing in the Duars should be conducted. It was decided that the enquiry should be undertaken by the Central Research Institute assisted by an Advisory Committee consisting of (1) the Sanitary Commissioner with the Government of India, (2) the Director of the Central Research Institute, (3) the Professor of Pathology at the Medical College, Calcutta, (4) Captain S. P. James, I.M.S., (5) Captain S. R. Christophers, I.M.S. The Sanitary Commissioner was given power to add to the number of this Committee and in June, Lieutenant-Colonel Hare, Sanitary Commissioner, Eastern Bengal and Assam, was added. It was considered that the first stage of the investigation should be a careful survey of existing conditions in the tea-gardens of the Duars especially with the object of obtaining information with regard to (1) the chief diseases which cause sickness and death among Europeans and Natives in the planting communities, (2) the conditions under which the European and Native members of the planting communities live, and the extent to which these conditions may conduce to the sickness and mortality, (3) the steps which are being taken to prevent disease, (4) the prevalence of

blackwater fever among Europeans and Natives and its distribution in the Duars. The services of Dr. C. A. Bentley, medical officer of the Empire of India and Ceylon Tea Company, were engaged for the conduct of this preliminary investigation. Dr. Bentley entered upon his duties early in July 1907 and after short visits to Simla and Kasauli to receive instructions from the Advisory Committee and to obtain the apparatus required, proceeded to Sam Sing in the Duars where he interviewed the Chairman of the Duars Planters' Association and some members of a special Malaria Committee which had been convened there. On the advice of these gentlemen Dr. Bentley decided to commence work in the Dam Dim district. Up to the 3rd of October 1907, in addition to obtaining valuable information regarding the special subjects with which his enquiry was chiefly concerned, Dr. Bentley had been able to make a number of important observations on malaria in different parts of the Duars and he had seen or had received reports of twelve cases of blackwater fever, the majority of which were among natives. In view of these observations it was decided in November that the material available for the study of the etiology of blackwater fever in the Duars was sufficient to render a successful investigation possible, and one of the members of the Advisory Committee, Captain Christophers, I.M.S., whose previous work in connection with the subject is well known, was deputed for this investigation. Captain Christophers handed over his duties as Superintendent of the King Institute at the end of November and proceeded to join Dr. Bentley in the Duars. The results of his work will, it is hoped, add to the existing knowledge of this fatal disease.

Kala azar.—Captain Patton, I.M.S., who was attached to the King Institute at Guindy for the purpose of investigating the extra-corporeal life of the parasite of kala azar, has continued his researches with the result that he has found that the parasite may, under certain conditions, undergo development in the body of a species of bed-bug. With the exception of this observation there has been no important contribution to our knowledge of the subject of kala azar during the year, and the correct zoological position of the Leishman-Donovan parasite still remains undecided. Apparently Laveran and some other protozoologists of authority are still of opinion that the parasite is a species of *piroplasma* and it will not be out of place to enumerate the chief results of work which has been done (mostly by medical officers in India) towards a settlement of the question. (1) It is now known that the Leishman-Donovan parasite does not invade the red blood corpuscles, as some at first supposed, but the endothelial cells and leucocytes; and although the invasion of a different kind of host cell is not in itself sufficient evidence of absence of relationship between organisms, the fact that the Leishman-Donovan parasite is not parasitic in the red blood cells, is at least some evidence that it is not one of the *piroplasmata*, all known species of which are parasitic in those cells. (2) The results of recent work upon the morphology of *piroplasma* show that there is little if any affinity between the chromatin masses in this parasite and in the Leishman-Donovan parasite; the minute punctiform mass of chromatin in *piroplasma*, called by Schaudinn and Luhë the blepharoplast, is by no means always present and very probably is not a true blepharoplast. (3) It is known from the work of Rogers and others that the Leishman-Donovan parasite as seen in the human body is a stage in the development of a flagellate organism, but the researches in connection with the development of *piroplasma* in the tick carried out by Koch, Kleine, and especially by Christophers, show that *piroplasma* has no flagellate stage in its life cycle. (4) Considerable doubt has been thrown upon the value of the experiments upon which Schaudinn based his view that a flagellate stage is common to many parasitic protozoa by the discovery that a large percentage of mosquitoes are normally infected with flagellates derived through the larva, as well as by the discovery that in birds latent infection with trypanosomes is very frequent.

So far as the work done up to the present time justifies a conclusion, it may be said that the Leishman-Donovan parasite is most closely related to certain flagellates which are commonly found in the alimentary canal of some arthropods. Several species of these flagellates have been studied by Captain Patton, with a view to throw light upon the life history of the Leishman-Donovan parasite, and he has shown that in many of them there is a stage in which they resemble very closely the Leishman-Donovan parasite as it is seen in the human tissues. The earliest stage of a flagellate parasitic in *C. pipiens* in Madras is described by Captain Patton as being found in the larva, in which it resembles almost exactly the parasite of kala azar; in the nymph many of these forms have developed flagella, whilst in the adult mosquito the characteristic *herpetomonas* forms, described by other observers, are seen. In the alimentary canal of a small homopterous insect (*Peritoppus*) he found in the young nymphs similar round and oval parasites with

the arrangement of the chromatin masses characteristic of the Leishman-Donovan parasite, and he has since found other flagellates in which there is a small, round non-flagellate stage.

As regards the discovery that the Leishman-Donovan parasite may undergo development in the body of a species of bed-bug, it was mentioned in the issue of this report for 1905 that Captain Patton had been able to find the parasite in the alimentary canal of bugs fed on patients suffering from kala azar and that in some of the parasites signs of commencing development had been observed. More recently Captain Patton has been able to obtain in a series of bugs fed on a patient in whom there were numerous parasites in the leucocytes of the peripheral blood, specimens showing all the stages of development of the parasite up to fully developed elongated flagellates. The forms found in the alimentary canal of the bug are in many respects similar to those which can be obtained *in vitro*, but there is a greater tendency to the formation of rosettes. It has been found by several observers that the bed-bug is free from parasitic flagellates and the feeding experiments carried out by Captain Patton point with some degree of certainty to its being the agent which transmits kala azar.

The bug in which development of the parasite has been observed is *Cimex macrocephalus* (Fieb.) a species which until recently was reported to be present in Burma only. It is now known, however, that its distribution in the East is wide, specimens having been sent to Captain Patton from India, Burma, Assam, the Malay States, Aden, Mauritius and Réunion. The bed-bug from Réunion was described by Signoret in 1852 under the name *C. rotundatus*, but the two species *C. rotundatus* and *C. macrocephalus* are indistinguishable, and Captain Patton proposes to revert to the name *C. rotundatus* which has the merit not only of priority but of being more appropriate. *C. lectularius*, which is the ordinary bed-bug of Europe and America, also occurs in the East, but in India it does not appear to be so common as *C. rotundatus*.

The life history of Piroplasma.—Among the special enquiries which have been carried out since the last issue of this report none is of greater interest than that undertaken by Captain S. R. Christophers, I.M.S., with the object of adding to our knowledge of the life history of parasites of the genus *Piroplasma*. Even before Major Ross had demonstrated the part played by mosquitoes in the transmission of malaria, Smith and Kilborne had shown that Texas fever in cattle, a disease due to *Piroplasma bigeminum*, is conveyed by the bites of ticks, and it was known also that the transmission is effected not by the bites of ticks which have fed on an infected animal, but by the bites of the progeny of such ticks. Many able observers, however, had failed to discover the processes involved in this complicated method of transmission, and until quite recently, when Koch succeeded in finding in ticks fed on suitable animals what may be regarded as the first stage in the developmental changes undergone by the parasite after ingestion by the tick, nothing beyond what had been discovered by Smith and Kilborne in 1893 was known of the life history of the parasite outside the bodies of infected animals. The difficulties met with in attempting to trace a parasitic protozoon through its intermediary host are very great and those in connection with *piroplasma* are especially so on account of the small size of the parasite and the complex structure of the tick, but Captain Christophers had prepared himself for the task by a prolonged study of the parasite in its animal host and by a thorough investigation of the normal anatomy and histology of ticks. The results of his work on the latter subject were published as No. 23 of the new series of the Scientific Memoirs. For reasons into which it is not necessary to enter here, Captain Christophers chose the species of *piroplasma* met with in the dog (*Piroplasma canis*) as the one the life history of which he would endeavour to work out, and at the outset there arose the difficulty that the only species of tick (*H. leachi*) which up to that time was known to transmit the parasite, does not occur in India. It was necessary therefore to ascertain which of the Indian ticks transmits the disease and this was accomplished by an investigation lasting several months. It was found that in India *Piroplasma canis* is conveyed by the species of tick called *R. sanguineus* and the investigation of the life history of the parasite was therefore commenced by a minute examination of ticks of this species which had been fed upon infected dogs. After many fruitless examinations had been made, forms of the parasite showing definite signs of development were at length found, and continued effort resulted in the discovery of all the important developmental changes which the parasites undergo during their life in the tick. The following is a very brief summary of these changes. Some of the forms of the parasite in the peripheral blood of the infected animal, after having reached the alimentary canal of the tick, enlarge and become round or oval bodies about four times the size of the original parasite. Each

of these bodies then becomes divided into two nearly equal portions, one of which contains the mass of chromatin of the original parasite. The two portions separate except at one point and the portion not containing the chromatin swings round to become the tail end of a club-shaped body, the portion which contains the chromatin becoming the head end. These club-shaped bodies are composed of delicate transparent protoplasm free from granulations and the chromatin mass which they contain resembles that in the form of the parasite seen in the animal host. When fully developed they carry at the thicker extremity a curious disc-like structure bearing short blunt cusps. They are the developmental stage of the parasite which was also discovered by Koch. They are mobile, showing in some instances leach-like movements, in others a side to side movement of the thinner end, and when mature they leave the gut of the tick and become lodged near the ovaries and oviducts, finally entering the substance of the ova in which they proceed to develop into what Captain Christophers terms the " zygote ". The change from club-shaped body to " zygote " consists mainly in swelling of the middle portion of the parasite, disappearance of the tail end and of the disc and great increase in size ; the parasite also has a greater affinity for basic stains. All stages in the further development of the " zygote " have not been completely worked out in the egg and larva, but they have been followed in the tissues of nymphs fed on infected animals. When a nymph is fed on an infected animal the club-shaped bodies develop in its alimentary canal in the same way as in the alimentary canal of an adult tick, but when the club-shaped bodies are mature they become lodged not in the ovary, which is as yet undeveloped, but in certain undifferentiated tissue which at the period of metamorphosis is remodelling the adult tick within the skin of the nymph. In the embryonic cells of this tissue the club-shaped bodies develop into " zygotes " which grow rapidly and become very large bodies with a characteristic appearance. Ultimately the contents of the " zygote " become differentiated into many hundreds of small pear-shaped bodies resembling the forms of the parasite seen in the blood of the animal host. By a process which Captain Christophers has followed out with some exactness, these pear-shaped forms, which, provisionally, he has termed " sporozoits, " become lodged in enormous numbers in the salivary glands of the adult tick. The life history of *Piroplasma canis* as described by Captain Christophers is therefore as follows. The parasites in the blood of the animal host are sucked into the alimentary canal of an adult tick (*R. sanguineus*) or of a nymph. In both cases the parasites develop into club-shaped bodies. When the parasites have been ingested by an adult tick the club-shaped bodies penetrate the ova where they develop into " zygotes " which increase in size and undergo developmental changes so that by the time the ovum has become a larva they are in the stage termed " sporoblasts." By the time the larva has become a nymph the " sporoblasts " have become differentiated into immature " sporozoits, " and in the adult tick these " sporozoits, " now fully mature, are found in enormous numbers in the salivary glands. When the parasites of the animal host have been ingested by a nymph, similar changes occur. The club-shaped bodies leave the gut and become lodged in the cells of the embryonic tissue where they develop into " zygotes " which break up into " sporoblasts. " Owing to the growth of the embryonic tissue the " sporoblasts " become disseminated throughout the cell tissue of the nymph. Many of the cells of this tissue are those which form the salivary glands of the adult tick so that by the time the " sporoblasts " have become differentiated into " sporozoits," the latter are already in the cells of the salivary glands of the adult tick ; the " sporozoits " which have become developed in cells of other tissue possibly reach the salivary glands by their own movements.

The developmental changes described by Captain Christophers suggest that the life history of *Piroplasma canis* has many points in common with that of the malaria parasite, and although many details still require to be worked out, there can be no doubt that the problem of discovering the chief events in the life history of parasites of the genus *Piroplasma* has been satisfactorily solved.

The rats of India.—With a view to obtain precise information regarding the distribution, life history, habits, and identification of the rats of India, the collection of material for a comprehensive study of the subject has been begun. It was arranged by the Government of India that the first steps in the matter should be taken by the Natural History Section of the Indian Museum and accordingly Dr. Annandale, the Officiating Superintendent of the museum, caused a pamphlet to be prepared by Dr. W. C. Hossack of the Plague Department, Calcutta, giving details of the methods of identification of the common species, with instructions as to the measurements to be taken, the preparation of skins and skulls, the preservation and labelling of specimens, and the mode of despatch

of specimens to the museum. This pamphlet has been widely circulated among officers employed on plague duty and sanitary work in all provinces and instructions have been issued to these officers to aid the Natural History Section of the museum in their enquiry by collecting information and sending specimens. Dr. Hossack, the author of the pamphlet mentioned above, has made a special study of the rats of Calcutta and the results of his work have been published as No. 1 of the first volume of the memoirs of the Indian Museum.

The biting flies of India.—An enquiry into this important subject is being conducted by Mr. Maxwell Lefroy and Mr. Howlett, the Imperial Entomologists in India, and with the object of enlisting the help of medical officers and others in the enquiry a pamphlet on the subject of biting flies has been prepared and will be distributed as widely as possible. In view of the possibility that cases of sleeping sickness may be imported into India from East Africa, it was necessary to ascertain whether the tsetse-fly which carries the disease occurs in India. A search has been made in various parts of the country and especially in Assam by medical officers and by the Imperial Entomologist, but up to the present no evidence of the presence of this fly in India has been obtained. In September 1906, on the recommendation of Lieutenant-Colonel Bannerman, I.M.S., Director of the Bombay Bacteriological Laboratory, the Government of Bombay issued a circular to officers of the Forest and Salt Departments and to all Political Agents in the Presidency, asking for the names of those who would be willing to collect biting flies in order that they might be supplied with nets and other necessaries for this purpose. Lieutenant-Colonel Bannerman reports that more than a hundred officers have expressed their willingness to assist.

Scientific Memoirs.—Since the issue of the last report the following memoirs have been published :—No. 27, *Preliminary report on the development of the Leishman-Donovan body in the bed-bug*, by Captain W. S. Patton, I.M.S.; No. 28, *The Sexual cycle of Leucocytozoon canis in the tick*, by Captain S. R. Christophers, I.M.S.; No. 29, *Piroplasma canis and its life cycle in the tick*, by Captain S. R. Christophers, I.M.S.; No. 30, *The theory and practice of anti-rabic immunisation*, by Captains W. F. Harvey and A. McKendrick, I.M.S.

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European Troops.

Table I.—Summary, Sickness and Mortality.

A.—Commands and Divisions.	Years.	Average strength.	Ratio per mille of strength.												
			Admissions into hospital.	Constantly sick.	Deaths.	Invaliding.	Deaths from Cholera.	Small-pox.	Enteric fever.	Heat-stroke.	Tubercle of the lungs.	Pneumonia.	Dysentery.	Abscess of the liver.
Northern Command	1905	18,274	801	49	9·08	20	...	...	3·12	1·15	·27	·82	·05	·44
	1906	18,699	848	48	8·45	20	...	·11	2·62	·96	·21	·32	·43	·91
Western ,, ...	1905	19,537	896	55	11·62	29	·10	·05	3·69	·51	·41	·67	·32	1·64
	1906	18,885	936	51	12·92	42	·37	·11	4·08	·74	·11	·16	·95	2·38
Eastern ,, ...	1905	18,983	820	54	10·90	19	·11	...	3·11	1·00	·37	·47	·42	1·42
	1906	18,850	824	54	10·56	25	·64	...	3·71	·27	·21	·48	·27	1·43
1st (Peshawar) Division	1905	2,767	1,031	54	13·37	23	...	...	5·06	2·89	·36	·72	...	·36
	1906	2,822	1,290	55	8·15	17	...	·35	2·48	2·83	...	...	·35	·35
2nd (Rawalpindi) ,, ...	1905	6,881	743	47	8·72	15	...	...	3·63	·58	·15	·58	...	·44
	1906	6,858	758	48	7·73	25	...	...	2·04	·29	·44	·58	·73	1·31
3rd (Lahore) ,, ...	1905	8,627	773	50	8·00	24	...	...	2·09	1·04	·35	1·04	·12	·46
	1906	9,019	778	46	9·09	18	...	·11	3·10	·89	·11	·22	·22	·78
4th (Quetta) ,, ...	1905	4,322	1,024	60	12·03	50	...	·23	4·63	·23	...	1·39	·93	1·16
	1906	4,099	962	47	10·25	35	...	·24	1·95	·49	...	·73	·24	2·44
5th (Mhow) ,, ...	1905	7,310	891	51	11·63	19	...	...	4·51	·41	·27	·14	·96	2·05
	1906	7,060	1,060	55	16·01	46	·14	·14	7·08	·99	·28	...	1·84	1·98
6th (Poona) ,, ...	1905	6,955	816	55	9·63	21	...	...	2·30	·43	·86	·86	·29	1·29
	1906	6,647	731	48	10·68	24	·90	...	2·86	·15	...	...	·30	2·86
7th (Meerut) ,, ...	1905	8,590	777	52	10·24	18	...	...	4·19	·93	·12	·47	·23	·93
	1906	8,933	832	53	9·63	23	·22	...	4·03	·34	·11	·67	·11	·99
8th (Lucknow) ,, ...	1905	10,393	856	55	11·45	20	·19	...	2·21	1·06	·58	·48	·58	1·83
	1906	9,919	816	55	11·39	27	1·01	...	3·43	·20	·30	·30	·40	1·92
9th (Secunderabad) ,, ...	1905	8,389	813	62	8·46	18	...	...	2·62	·48	...	·36	·60	1·79
	1906	8,520	927	62	9·62	32	1·17	...	3·17	·12	·12	·12	·23	1·88
Burma Division	1905	3,812	971	54	9·71	15	1·31	...	·79	·26	...	1·05	1·31	·26
	1906	3,853	898	53	9·86	19	2·34	...	·26	·26	·26	·26	1·04	·52
Aden Brigade	1905	947	948	66	24·29	63	...	...	3·17	3·17	..	...	1·06	3·17
	1906	1,078	1,294	63	16·70	154	...	...	...	3·71	...	...	1·86	1·86
INDIA	1905	71,343	834	52	10·05	21	·13	·01	2·99	·77	·28	·63	·46	1·16
	1906	70,272	871	51	10·43	28	·65	·06	3·19	·55	·17	·28	·53	1·52

B.—Geographical Groups.	Years.	*Average strength.	Ratio per mille of strength.												
			Admissions.	Constantly sick.	Admissions from Influenza.	Cholera.	Small-pox.	Enteric fever	Intermittent fever.	Remittent fever.	Simple continued fever.	Pnemonia.	Dysentery.	Venereal diseases.
Group I.—Burma Coast and Bay Islands.	1894-1903	1,143	1,350	90	45·3	·1	·3	8·2	181·9	6·0	46·6	1·5	46·2	507·0
	1905	1,259	1,221	52	·8	...	2·4	·8	27·0	26·2	135·8	2·4	35·7	236·7
	1906	1,375	866	46	2·2	...	1·5	...	42·2	8·0	165·1	·7	22·5	209·5
,, II.—Burma Inland ...	1894-1903	2,391	1,431	92	3·4	·3	·2	4·3	323·9	21·3	48·7	2·3	25·5	447·2
	1905	2,063	823	51	1·9	...	...	2·9	155·6	3·4	65·0	3·4	5·8	157·5
	1906	1,609	943	56	8·1	13·1	...	3·7	97·0	1·2	90·1	1·2	9·9	167·8
,, IV.—Bengal and Orissa ...	1894-1903	2,163	1,376	83	7·8	1·0	·2	10·6	362·2	34·5	20·7	2·6	68·2	412·1
	1905	1,690	1,160	77	60·4	...	...	7·7	255·6	4·7	31·3	4·7	21·3	244·4
	1906	1,775	1,120	77	6·8	...	·6	8·5	225·9	1·1	87·3	5·1	16·9	262·5
,, V.—Gangetic Plain and Chutia Nagpur.	1894-1903	6,693	1,262	89	9·5	4·9	1·1	28·6	216·9	7·6	47·2	2·3	29·4	446.7
	1905	7,315	801	51	1·9	·3	·1	17·4	95·4	2·5	104·4	1·8	12 9	152·3
	1906	6,871	788	52	17·6	1·9	2·5	23·3	107·1	·6	52·7	3·1	14·6	107·3
,, VI.—Upper Sub-Himalaya ...	1894-1903	12,880	1,355	84	3·7	·7	·5	24·6	395·3	9·6	19·7	6·2	21·2	365·5
	1905	13,724	816	53	15·5	...	·3	23·3	74·6	2·2	53·6	5·4	9·0	139·0
	1906	13,989	886	53	5·5	·1	·6	15·4	200·9	·5	64·2	4·5	7·9	101·7
,, VII.—North-Western Frontier, Indus Valley, and North-Western Rajputana.	1894-1903	4,791	1,490	79	2·0	·1	·7	19·2	573·8	41·1	26·7	6·8	18·0	299·6
	1905	5,068	1,093	57	93·7	...	1·0	18·9	190·8	·2	64·5	7·1	7·7	130·2
	1906	4,975	1,252	56	64·7	...	2·4	9·4	513·0	·4	74·6	4·4	5·6	86·6
,, VIII.—South-Eastern Rajputana, Central India, and Gujarat.	1894-1903	5,892	1,555	98	2·7	1·1	·8	34·6	430·1	10·8	30·4	3·2	23·2	479·6
	1905	6,562	820	51	5·0	...	3·8	16·8	161·5	6·4	8·7	4·4	12·3	173·7
	1906	6,249	1,027	55	22·6	·3	4·3	34·9	369·5	2·9	25 3	4·5	17·8	118·7
,, IX.—Deccan	1894-1903	9,371	1,258	84	10·2	·8	·6	20·8	251·5	7·1	24·7	2·4	26·7	458·8
	1905	10,434	807	52	6·1	·2	3·6	24·6	107·0	·5	41·9	3·8	19·5	165·3
	1906	10,188	756	49	2·9	1·9	·6	21·5	88·2	·8	53·8	2·7	30·8	125·0
,, X.—Western Coast ...	1894-1903	1,573	988	69	1·1	·1	·3	6·4	132·1	7·8	34·7	2·7	13·9	354·0
	1905	1,591	855	58	7·5	...	5·7	1·3	152·1	3·8	1·9	3·1	6·3	243·2
	1906	1,444	817	57	·7	...	...	2·8	185·6	...	7·6	·7	11·8	217·5
,, XI.—Southern India ...	1894-1903	3,270	1,192	75	9·5	·3	·7	14·5	152·2	8·2	44·0	2·8	29·4	421·8
	1905	3,738	795	55	...	·3	2·4	13·1	91·0	...	15·2	·5	16·6	209·5
	1906	3,802	1,016	59	3·2	·5	1·1	15·8	64·7	...	50·5	·5	20·5	178·9
,, XIIa.—Hill Stations	1894-1903	8,778	1,026	70	6·0	·3	·1	29·4	166 7	8·1	14·7	5·2	17·0	321·8
	1905	10,508	755	45	5·5	...	·1	10·9	60·0	·3	53·6	5·8	10·6	122·5
	1906	11,235	675	41	4·6	·2	·3	7·3	65·2	15·9	60·5	2·9	6·6	77·9
,, XIIb.—Hill Convalescent Depôts, and Sanitaria.	1894-1903	3,075	1,226	84	6·4	·2	·1	15·3	281·2	8·2	9·4	4·3	21·1	308·0
	1905	3,512	819	60	3·1	...	·3	9·7	121·0	·9	13·1	1·1	13·7	140·1
	1906	3,592	807	58	3·1	...	1·4	12·0	93·3	1·1	34·2	4·7	15·9	104·1
INDIA	1894-1903	66,881	1,293	80	6·3	1·0	·5	23·0	311·2	13·5	27·2	4·3	27·5	385·5
	1905	71,343	834	52	14·2	·1	1·4	16·1	111·4	2·3	47·9	4·1	13·4	153·7
	1906	70,272	871	51	11·4	1·0	1·2	15·6	176·2	3·4	55·7	3·4	15·2	117·3

* The decennial ratios are worked on the total strength of the ten years period.

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European Troops.

Tabe II.—Ratios of Commands, 1906.

	Ratios per 1,000 of the average strength.					
	Northern Command.	Western Command.	Eastern Command.	Secunderabad Division.	Burma Division.	India.*
I.—Strength	18,699	18,885	18,850	8,520	3,853	70,272
II.—†Constantly sick rate of each Month—						
January	51·4	56·6	50·6	59·0	62·4	53·3
February	43·9	50·0	49·9	58·4	57·3	49·3
March	36·2	44·9	48·5	60·1	50·9	44·9
April	37·5	43·1	46·7	56·5	49·4	44·0
May	41·5	40·2	49·6	54·3	46·3	44·8
June	42·4	40·4	51·0	55·0	49·3	46·0
July	45·9	46·1	55·3	57·4	55·0	50·0
August	41·1	53·3	55·8	61·2	51·1	51·4
September	41·4	59·2	60·6	67·9	55·6	55·2
October	53·9	61·1	61·2	70·1	55·1	57·9
November	78·3	62·5	65·8	70·9	53·0	63·4
December	72·8	56·3	55·7	67·4	53·0	58·0
Of the Year	48·1	51·0	54·0	61·5	52·9	51·4
III.—Admission-rate of the year—						
Influenza	20·3	3·2	17·7	1·9	4·2	11·4
Cholera	...	·5	·9	1·5	5·5	1·0
Small-pox	·6	1·9	1·6	·9	·5	1·2
Enteric Fever	13·0	17·6	18·0	18·5	1·6	15·6
Intermittent Fever	225·7	250·0	132·0	59·4	63·1	176·2
Remittent Fever	·5	1·4	·5	...	49·6	3·4
Simple Continued Fever	73·5	48·7	35·6	53·8	121·7	55·7
Tubercle of the lungs	1·5	1·9	1·8	·8	1·6	1·6
Pneumonia	4·6	3·2	3·3	1·9	1·6	3·4
Other Respiratory Diseases	17·1	20·6	21·8	25·4	16·9	20·3
Dysentery	6·3	19·8	12·4	29·5	14·0	15·2
Diarrhœa	12·4	16·7	15·6	7·3	10·6	13·7
Hepatic Abscess	2·0	3·4	2·4	3·8	1·0	2·6
,, Congestion and Inflammation	15·6	11·6	14·9	11·9	14·5	13·7
Venereal Diseases	75·7	120·6	126·9	153·9	191·0	117·3
All Causes	847·9	936·0	823·7	926·6	898·3	870·8
IV.—Death rate of the year—						
Cholera	...	·37	·64	1·17	2·34	·65
Small-pox	·11	·11	...	...	...	·06
Enteric Fever	2·62	4·08	3·71	3·17	·26	3·19
Intermittent Fever	·21	·37	·21	·12	...	·23
Remittent Fever	...	·16	·05	...	·26	·07
Simple Continued Fever	·05	...	...	...	...	·01
Heat-stroke	·96	·74	·27	·12	·26	·55
Circulatory Diseases	·53	·64	·80	·59	·52	·65
Tubercle of the lungs	·21	·11	·21	·12	·26	·17
Pneumonia	·32	·16	·48	·12	·26	·28
Other Respiratory Diseases	·11	·11	...	·23	...	·09
Dysentery	·43	·95	·27	·23	1·04	·53
Diarrhœa	...	...	...	...	...	...
Hepatic Abscess	·91	2·38	1·43	1·88	·52	1·52
All Causes	8·45	12·92	10·56	9·62	9·86	10·43
V.—Percentage in 100 admissions—						
Influenza	2·39	·34	2·14	·20	·46	1·31
Cholera	...	·06	·11	·16	·61	·12
Small-pox	·07	·20	·19	·10	·06	·14
Enteric Fever	1·54	1·88	2·19	2·00	·17	1·79
Intermittent Fever	26·62	26·71	16·03	6·41	7·02	20·23
Remittent Fever	·06	·15	·06	...	5·52	·39
Simple Continued Fever	8·67	5·20	4·32	5·80	13·55	6·40
Tubercle of the lungs	·18	·20	·22	·09	·17	·19
Pneumonia	·54	·34	·40	·20	·17	·39
Other Respiratory Diseases	2·02	2·20	2·65	2·74	1·88	2·33
Dysentery	·74	2·12	1·50	3·18	1·56	1·75
Diarrhœa	1·46	1·78	1·89	·79	1·18	1·57
Hepatic Abscess	·23	·36	·30	·41	·12	·30
,, Congestion and Inflammation	1·84	1·24	1·81	1·28	1·62	1·57
Venereal Diseases	8·93	12·88	15·41	16·61	21·27	13·47
VI.—Percentage in 100 deaths—						
Cholera	...	2·9	6·0	12·2	23·7	6·3
Small-pox	1·3	·8	...	...	...	·5
Enteric Fever	31·0	31·6	35·2	32·9	2·6	30·6
Intermittent Fever	2·5	2·9	2·0	1·2	...	2·2
Remittent Fever	...	1·2	·5	...	2·6	·7
Simple Continued Fever	·6	...	...	...	...	·1
Heat-stroke	11·4	5·7	2·5	1·2	2·6	5·3
Circulatory Diseases	6·3	4·9	7·5	6·1	5·3	6·3
Tubercle of the lungs	2·5	·8	2·0	1·2	2·6	1·6
Pneumonia	3·8	1·2	4·5	1·2	2·6	2·7
Other Respiratory Diseases	1·3	·8	...	2·4	...	·8
Dysentery	5·1	7·4	2·5	2·4	10·5	5·0
Diarrhœa	...	...	...	...	...	...
Hepatic Abscess	10·8	18·4	13·6	19·5	5·3	14·6

* Including troops on the line of march, and the Field Force.
† Worked on the aggregates.

European Troops.

Table III.—Ratios of Geographical Groups, 1906.

	Ratios per 1,000 of the Average Strength.											
	I.	II.	IV.	V.	VI.	VII.	VIII.	IX.	X.	XI.	XII*a*.	XII*b*.	
	Burma Coast and Bay Islands.	Burma Inland.	Bengal and Orissa.	Gangetic Plain and Chutia Nagpur.	Upper Sub-Himalaya.	N.-W. Frontier, Indus Valley, and N.-W. Rajputana.	S.-E. Rajputana, Central India, and Gujarat.	Deccan.	Western Coast.	Southern India.	Hill Stations.	Convalescent Depôts, and Sanitaria.	India.*
I.—Strength	1,375	1,609	1,775	6,871	13,989	4,975	6,249	10,188	1,444	3,802	11,235	3,592	70,272
II.—†Constantly sick rate of each month—													
January	71·1	67·1	80·9	43·7	51·8	50·4	56·9	50·7	70·8	57·9	43·8	62·2	53·3
February	75·7	53·0	75·5	44·4	45·6	50·1	47·8	43·4	63·3	61·6	38·3	56·7	49·3
March	50·7	59·0	84·3	43·4	41·9	37·6	46·3	42·5	64·3	62·4	30·4	58·3	44·9
April	35·5	59·5	71·3	49·1	44·9	38·0	45·8	41·8	55·5	58·4	31·8	43·8	44·0
May	40·0	47·5	73·4	50·7	53·8	46·6	44·4	39·7	46·5	56·2	34·0	48·5	44·8
June	44·2	54·9	81·3	49·3	50·8	52·8	40 6	37·1	55·0	57·7	37·1	53·0	46·0
July	45·9	61·0	90·2	57·5	52·2	59·7	42·2	43·4	65·7	56·1	40·4	59·4	50·0
August	36·0	57·6	87·8	58·0	49·9	44·4	52·5	56·1	53·7	51·4	42·5	55·7	51·4
September	44·9	57·4	73·0	57·8	58·0	44·4	71·0	60·9	45·2	60·3	44·2	57·9	55·2
October	44·1	51·6	70·3	60·2	62·5	57·8	82·3	59·1	63·8	66·8	45·4	62·8	57·9
November	31·9	52·7	76·7	64·5	66·1	90·2	76·2	57·6	55·1	58·8	66·6	93·3	63·4
December	28·4	53·2	65·5	48·8	62·1	89·3	60·6	56·3	49·0	58·5	53·4	90 0	58·0
Of the Year	46·0	55·9	77·1	51 6	52·9	56·2	55·3	49·0	57·3	58·8	40·6	57·6	51·4
III.—Admission rate of the Year—													
Influenza	2·2	8·1	6·8	17·6	5·5	64·7	22·6	2·9	·7	3·2	4·6	3·1	11·4
Cholera	...	13·1	...	1·9	·1	...	·3	1·9	...	·5	·2	...	1·0
Small-pox	1·5	...	·6	2·5	·6	2·4	4·3	·6	...	1·1	·3	1·4	1·2
Enteric Fever	...	3·7	8·5	23·3	15·4	9·4	34·9	21·5	2·8	15·8	7·3	12·0	15·6
Intermittent Fever	42·2	97·0	225·9	107·1	200·9	513·0	369·5	88·2	185·6	64·7	65·2	93·3	176·2
Remittent Fever	8·0	1·2	1·1	·6	·5	·4	2·9	·8	...	...	15·9	1·1	3·4
Simple Continued Fever	165·1	90·1	87·3	52·7	64·2	74·6	25·3	53·8	7·6	50·5	60·5	24·2	55·7
Rheumatic Fever	...	...	...	·3	·4	·4	·3	·2	·7	...	·7	·3	·3
Tubercle of the lungs	1·5	1·9	2·3	2·3	2·1	·8	1·4	1·7	2·8	·5	1·0	2·2	1·6
Pneumonia	·7	1·2	5·1	3·1	4·5	4·4	4·5	2·7	·7	·5	2·9	4·7	3·4
Other Respiratory Diseases	20·4	14·3	22·5	17·0	24·2	17·1	17·6	19·7	20·1	18·7	19·3	28·7	20·3
Dysentery	22·5	9·9	16·9	14·6	7·9	5·6	17·8	30·8	11·8	20·5	6·6	15·9	15·2
Diarrhœa	17·5	8·7	11·3	10·3	13·4	9·8	18·4	10 2	9·7	13·2	20·2	13·1	13·7
Hepatic abscess	1·5	·6	5·1	2·0	2·4	1·8	3·5	4·1	2·8	2·4	1·7	4·2	2·6
„ Congestion and Inflammation.	3·6	31·7	28·7	17·2	15·7	6·8	10·6	10·3	12·5	12·1	13·2	17 0	13·7
Venereal Diseases	209·5	167·8	262·5	107·3	101·7	86·6	118·7	125·0	217·5	178·9	77·9	104·1	117 3
All Causes	865·5	943·4	1,120·0	788·4	885·5	1,251·5	1,026·7	755·9	816·5	1,016·3	674·7	807·3	870·8
IV.—Death rate of the Year—													
Cholera	...	5·59	...	1·46	·14	...	·16	1·57	...	...	...	...	·65
Small-pox	...	...	...	...	·07	·40	·16	...	...	...	...	...	·06
Enteric Fever	...	·62	·56	4·66	3·07	1·81	7·84	4·22	·69	3·16	1·96	3·06	3·19
Intermittent Fever	...	...	...	·29	·43	·20	·32	·10	...	...	·09	·28	·23
Remittent Fever	...	...	...	·15	...	·40	...	·10	...	...	·09	...	·07
Simple Continued Fever	...	...	...	...	·07	...	...	...	...	...	...	...	·01
Heat-stroke	...	·62	·56	·15	·50	2·61	·96	·49	·69	...	...	...	·55
Circulatory Diseases	...	1·24	1·13	·73	·86	·20	·64	·69	·69	·53	·18	1·11	·65
Tubercle of the lungs	...	·62	...	·44	...	...	...	·20	...	...	·09	1·11	·17
Pneumonia	...	...	...	·29	·57	...	·48	...	·69	...	·45	·28	·28
Other Respiratory Diseases	...	...	...	...	·14	...	·16	·20	...	...	...	·28	·09
Dysentery	1·45	1·24	...	·44	·43	·20	1·28	·59	...	·26	·27	·56	·53
Diarrhœa	...	...	...	...	...	...	...	...	...	...	...	...	...
Hepatic Abscess	·73	·62	3·38	1·02	1·14	1·41	1·60	2·94	2·08	1·05	·80	2·78	1·52
All Causes	6·55	14·92	9·58	12·08	9·58	10·25	15·68	13·74	6·93	6·84	6·14	10·58	10·43
V.—Percentage in 100 Admissions—													
Influenza	·25	·86	·60	2·23	·62	5·17	2·26	·39	·08	·31	·69	·38	1·31
Cholera	...	1·38	...	·24	·02	...	·03	·25	...	·05	·03	...	·12
Small-pox	·17	...	·05	·31	·07	·19	·42	·08	...	·10	·04	·17	·14
Enteric Fever	...	·40	·75	2·95	1·74	·75	3·40	2·84	·34	1·55	1·08	1·48	1·79
Intermittent Fever	4·87	10·28	20·17	13·59	22·69	40·99	35·99	11·67	22·73	6·37	9·66	11·55	20·23
Remittent Fever	·92	·13	·10	·07	·06	·03	·28	·10	...	...	2·36	·14	·39
Simple Continued Fever	19·08	9·55	7·80	6·68	7·25	5·96	2·46	7·12	·93	4·97	8·97	3·00	6·40
Rheumatic Fever	...	...	...	·04	·04	·03	·03	·03	·08	...	·11	·03	·04
Tubercle of the lungs	·17	·20	·20	·30	·23	·06	·14	·22	·34	·05	·15	·28	·19
Pneumonia	·08	·13	·45	·39	·51	·35	·44	·35	·08	·05	·42	·59	·39
Other Respiratory Diseases	2·35	1·52	2·01	2·16	2·74	1·37	1·71	2·61	2·46	1·84	2·86	3·55	2·33
Dysentery	2 61	1·05	1·51	1·85	·89	·45	1·73	4·08	1·44	2·02	·98	1·97	1·75
Diarrhœa	2·02	·92	1·01	1·31	1·52	·79	1·79	1·35	1·19	1·29	2·99	1·62	1·57
Hepatic abscess	·17	·07	·45	·26	·27	·14	·34	·53	·34	·23	·25	·52	·30
„ congestion and inflammation.	·42	3·36	2·57	2·18	1·77	·55	1·03	1·36	1·53	1·19	1·95	2·10	1·57
Venereal Diseases	24·26	17·79	23·44	13·61	11·49	6·92	11·56	16·54	26·63	17·60	11·54	12·90	13·47
VI.—Percentage in 100 deaths—													
Cholera	...	37·5	...	12·0	1·5	...	1·	11·4	...	...	...	...	6·3
Small-pox	...	...	...	...	·7	3·9	1·0	...	...	...	...	...	·5
Enteric Fever	...	4·2	5·9	38·6	32·1	17·6	50·0	30·7	10·0	46·2	31·9	28·9	30·6
Intermittent Fever	...	...	...	2·4	4·5	2·0	2·0	·7	...	...	1·4	2·6	2·2
Remittent Fever	...	...	...	1·2	...	3·9	...	·7	...	...	1·4	...	·7
Simple Continued Fever	...	...	...	...	·7	...	...	...	...	...	...	...	·1
Heat-stroke	...	4·2	5·9	1·2	5·2	25·5	6·1	3·6	10·0	...	...	...	5·3
Circulatory Diseases	...	8·3	11·8	6·0	9·0	2·0	4·1	5·0	10·0	7·7	2·9	10·5	6·3
Tubercle of the lungs	...	4·2	...	3·6	...	...	...	1·4	...	...	1·4	10·5	1·6
Pneumonia	...	...	...	2·4	6·0	...	3·1	...	10·0	...	7·2	2·6	2·7
Other Respiratory Diseases	...	...	...	...	1·5	...	1·0	1·4	...	...	...	2·6	·8
Dysentery	22·2	8·3	...	3·6	4·5	2·0	8·2	4·3	...	3·8	4·3	5·3	5·0
Diarrhœa	...	...	...	...	...	...	...	...	...	...	...	...	...
Hepatic Abscess	11·1	4·2	35·3	8·4	11·9	13·7	10·2	21·4	30·0	15·4	13·0	26·3	14·6

† Worked on the aggregates.

* Including troops on the line of march and the Field Force.

European Troops.

Table IV.—Strength, Admissions from all causes and admissions from Enteric Fever with ratios per 1,000, in 1906, in relation to Age and Length of Residence in India.

	By age.						By length of residence.						
	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	Under 1 year.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 years and upwards.
Strength	2,357	33,189	23,530	7,909	2,107	454	14,682	14,136	11,925	12,062	6,184	7,574	2,983
Per cent. of total	3	48	34	11	3	1	21	20	17	17	9	11	4
1901-1905	3	45	37	11	3	1	19	16	16	13	11	20	5
Admissions from all causes	1,480	33,631	20,250	4,537	985	240	11,756	11,200	9,338	10,390	6,873	9,037	2,529
Admissions from Enteric Fever	25	729	283	46	11	1	342	283	146	176	74	64	10
All causes per 1,000	627·9	1,013·3	860·6	573·7	467·5	528·6	800·7	792·3	783·1	861·4	1,111·4	1,193·2	847·8
Enteric Fever per 1,000	10·6	22·0	12·0	5·8	5·2	2·2	23·3	20·0	12·2	14·6	12·0	8·4	3·4
Liability to Enteric Fever (The previous column expressed in percentages)	18·34	38·06	20·76	10·03	9·00	3·81	24·81	21·30	12·99	15·55	12·78	8·95	3·62
Enteric Fever per cent. of all causes	1·69	2·17	1·40	1·01	1·12	·42	2·91	2·53	1·56	1·69	1·08	·71	·40

Table V.—Admission and Death rates from Enteric Fever in Stations of over 1,000 in strength.

Stations.	1906.		Decennium, 1894-1903.		Stations.	1906.		Decennium, 1894-1903.	
	Admission-rate per 1,000.	Death-rate per 1,000.	Admission-rate per 1,000	Death-rate per 1,000.		Admission-rate per 1,000.	Death-rate per 1,000.	Admission-rate per 1,000.	Death-rate per 1,000.
Mhow	42·5	9·39	38·7	8·40	Ranikhet	14·3	2·68	31·2	4·88
Jhansi	41·2	14·98	31·3	9·27	Bareilly	7·2	·80	22·8	4·17
Lucknow	36·0	6·01	37·9	9·88	Quetta	6·7	1·98	33·8	8·08
Agra	34·8	9·15	44·1	11·70	Chakrata	5·7	·81	31·3	4·37
Poona	29·2	5·95	18·7	5·38	Ambala	5·1	·79	37·3	9·50
Secunderabad	28·4	4·64	22·1	5·15	Ahmednagar	4·8	·96	36·4	7·97
Meerut	24·5	4·91	35·3	10·87	Wellington	4·7	...	11·5	2·21
Bangalore	20·9	4·90	21·5	4·58	Karachi	3·4	1·72	5·3	1·44
Peshawar	20·2	2·97	33·9	14·10	Fort William	3·4	...	4·6	1·19
Belgaum	17·9	5·38	5·3	1·76	Colaba	2·7	·89	3·8	1·93
Cawnpore	17·7	5·58	19·6	3·92	Sialkot	1·6	...	15·2	5·06
Rawalpindi	15·3	2·24	24·0	5·80					

Table VI.—Arrivals, Age and Length of Residence in relation to Venereal Diseases and Enteric Fever.

Year.	Arrived in India.*		Year.	Men.								
				Per cent. of Strength.			Strength.	Ratio per 1,000.			Ratio per cent. of total admission.	
	Men.	Women.		Age.	Length of residence.	Married. ‡		Admissions.			Venereal Diseases.	Enteric Fever.
				Under 25 years.	Under 5 years.			All causes.	Venereal Diseases.	Enteric Fever.		
1887-88	11,729	459	1887	52	73	3·84	63,515	1,369·7	361·2	12·7	26·37	·93
1888-89	12,407	506	1888	50	76	3·65	68,887	1,381·7	370·6	13·6	26·82	·99
1889-90	12,270	532	1889	49	78	3·60	69,266	1,498·0	481·5	22·9	32·14	1·53
1890-91	14,046	542	1890	50	80	3·70	67,823	1,520·2	503·5	18·5	33·12	1·22
1891-92	15,456	529	1891	51	79	3·36	67,030	1,379·1	400·7	20·4	29·06	1·48
1892-93	15,894	540	1892	51	80	3·29	68,137	1,517·3	409·9	22·1	27·01	1·46
1893-94	15,090	482	1893	53	79	3·29	70,091	1,414·9	466·0	20·0	32·94	1·41
1894-95	15,957	517	1894	54	81	...†	71,082	1,508·0	511·4	20·9	33·91	1·38
1895-96	14,346	654	1895	55	83	...	71,031	1,461·8	522·3	26·3	35·73	1·80
1896-97	14,805	545	1896	56	82	...	70,484	1,386·7	511·6	25·5	36·89	1·84
1897-98	16,227	543	1897	55	84	...	68,395	1,556·9	485·7	32·4	31·20	2·08
1898-99	16,911	648	1898	54	81	...	67,741	1,436·9	362·9	36·9	25·26	2·57
1899-1900	3,369	168	1899	53	78	...	67,697	1,148·7	313·4	20·6	27·28	1·79
1900-01	5,958	185	1900	45	69	...	60,553	1,143·2	298·1	16·0	26·07	1·40
1901-02	18,594	438	1901	42	63	...	60,838	1,104·3	276·0	12·8	24·99	1·16
1902-03	24,840	961	1902	43	68	...	60,540	1,078·4	281·4	16·7	26·09	1·55
1903-04	15,126	758	1903	51	76	...	70,445	1,033·4	247·0	19·6	23·90	1·90
1904-05	16,366	820	1904	52	80	...	71,083	900·4	198·5	19·6	22·05	2·18
1905-06	15,178	804	1905	52	84	...	71,343	834·3	153·7	16·1	18·42	1·93
1906-07	18,636	912	1906	51	84	...	70,272	870·8	117·3	15·6	13·47	1·79

* In ordinary years the departures plus the deaths nearly balance the arrivals. † Return abolished. ‡ On the 1st May of each year.

European Troops.

Table VII.—Relation of Mortality to Age and Length of Residence in India.

Causes of Death.	A.—Age. (a) Died per 1,000. Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	A.—Age. (b) Liability in Percentages. Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	B.—Length of Residence in India. (g) Died per 1,000. Under one year.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.	(h) Liability in Percentages. Under 1 year.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.
Enteric Fever ...	2·12	4·64	2·08	1·64	1·42	...	18	39	17	14	12	...	3·88	4·03	2·77	2·98	2·75	2·77	1·01	19	20	14	15	14	14	5
Cholera ...	·42	·69	·76	·38	·47	...	15	25	28	14	17	...	·41	·92	·42	·91	·65	·79	·34	9	21	9	21	15	18	8
Dysentery ...	...	·63	·55	·25	·47	...	...	33	29	13	25	...	·82	·57	·34	·50	·49	·40	·34	24	16	10	14	14	12	10
Intermittent and Remittent Fevers.	...	·27	·42	·13	·47	...	...	21	33	10	36	...	·20	·21	·25	...	·65	1·06	...	8	9	11	...	27	45	...
Alcoholism ...	...	·03	·08	·13	·95	...	...	3	7	11	80	...	...	·14	...	...	·16	·26	·34	...	16	...	...	18	29	38
Tubercle of the lungs	...	·15	·21	·25	...	...	...	25	34	41	...	...	·14	·14	...	·17	·49	·26	·34	9	9	...	11	32	17	22
Nervous Diseases ...	·42	·18	·04	·13	...	2·20	14	6	1	4	...	74	·07	·14	·08	·25	...	·40	...	7	15	9	27	...	43	...
Circulatory Diseases	...	·24	·55	1·90	3·80	4·41	...	2	5	17	35	40	·27	·14	·67	·33	·32	2·38	2·68	4	2	10	5	5	35	39
Pneumonia ...	...	·39	·25	·13	...	...	...	51	32	17	...	...	·20	·21	·25	·33	·49	·40	·34	9	9	11	15	22	18	15
Other Respiratory Diseases.	·42	·03	·13	...	·47	...	40	3	12	...	45	...	·07	·14	...	...	·16	·13	·34	8	17	...	...	19	15	40
Abscess of the liver...	...	·75	2·72	1·64	2·37	...	...	10	36	22	32	...	·75	1·49	1·51	1·58	1·94	2·38	2·68	6	12	12	13	16	19	22
Urinary Diseases ...	...	·12	·13	·25	·47	...	...	12	13	26	48	...	·07	·21	...	·25	·16	·26	...	7	22	...	26	17	27	...
Total ...	3·39	8·14	7·95	6·83	10·92	6·61	8	19	18	16	25	15	6·88	8·35	6·29	7·30	8·25	11·49	8·38	12	15	11	13	14	20	15
Heat-stroke ...	...	·21	·68	1·14	·95	11·01	...	2	5	8	7	79	·34	·35	·25	·91	·49	·92	1.68	7	7	5	18	10	19	34
Suicide ...	...	·21	·30	·63	95	...	...	10	14	30	45	...	·14	·42	·17	·17	·65	·40	·67	5	16	6	6	25	15	26
Other injuries ...	·42	·66	·85	·63	·47	...	14	22	28	21	16	...	·95	·35	·59	·75	·49	1·45	...	21	8	13	16	11	32	...
All Causes ...	3·82	10·24	10·88	10·75	15·19	22·03	5	14	15	15	21	30	9·13	10·05	8·05	10·69	11·64	15·84	13·07	12	13	10	14	15	20	17

Causes of death.	(c) Number of deaths.						(d) Composition of 100 deaths at each age.						(i) Number of deaths.							(f) Composition of 100 deaths in each period of residence.						
Enteric Fever ...	5	154	49	13	3	...	56	45	19	15	9	...	57	57	33	36	17	21	3	43	40	34	28	24	17	8
Cholera ...	1	23	18	3	1	...	11	7	7	4	3	..	6	13	5	11	4	6	1	4	9	5	9	6	5	3
Dysentery ...	...	21	13	2	1	...	...	6	5	2	3	...	12	8	4	6	3	3	1	9	6	4	5	4	2	3
Intermittent and Remittent Fevers.	...	9	10	1	1	...	...	3	4	1	3	...	3	8	3	...	4	8	...	2	2	3	...	6	7	...
Alcoholism ...	...	1	2	1	2	...	...	0	1	1	6	...	...	2	..	...	1	2	1	...	1	...	...	1	2	3
Tubercle of the lungs	...	5	5	2	...	...	...	1	2	2	...	...	2	2	...	2	3	2	1	1	1	...	2	4	2	3
Nervous Diseases ...	1	6	1	1	...	1	11	2	0	1	...	10	1	2	1	3	...	3	...	1	1	1	2	...	2	...
Circulatory Diseases	...	8	13	15	8	2	...	2	5	18	25	20	4	2	8	4	2	18	8	3	1	8	3	3	15	21
Pneumonia ...	...	13	6	1	...	...	...	4	2	1	...	...	3	3	3	4	3	3	1	2	2	3	3	4	2	3
Other Respiratory Diseases.	1	1	3	...	1	...	11	0	1	...	3	...	1	2	...	...	1	1	1	1	1	...	...	1	1	3
Abscess of the liver...	...	25	64	13	5	...	...	7	25	15	16	...	11	21	18	19	12	18	8	8	15	19	15	17	15	21
Urinary Diseases ...	...	4	3	2	1	...	...	1	1	2	3	...	1	3	...	3	1	2	...	1	2	...	2	1	2	...
Total ...	8	270	187	54	23	3	89	79	73	64	72	30	101	118	75	88	51	87	25	75	83	78	68	71	72	64
Heat-stroke ...	...	7	16	9	2	5	...	2	7	11	6	50	5	5	3	11	3	7	5	4	4	3	9	4	6	13
Suicide ...	...	7	7	5	2	...	...	2	3	6	6	...	2	6	2	2	4	3	2	1	4	2	2	6	2	5
Other injuries ...	1	22	20	5	1	...	11	6	8	6	3	...	14	5	7	9	3	11	...	10	4	7	7	4	9	...
All Causes ...	9	340	256	85	32	10	100	100	100	100	100	100	134	142	96	129	72	120	39	100	100	100	100	100	100	100

Causes of Death.	(e) Number of deaths.						(f) Percentage at each age to total number.						(k) Number of deaths.							(l) Percentage in each period of residence to total number.						
Enteric Fever ...	5	154	49	13	3	...	2	69	22	6	1	...	57	57	33	36	17	21	3	25	25	15	16	8	9	1
Cholera ...	1	23	18	3	1	...	2	50	39	7	2	...	6	13	5	11	4	6	1	13	28	11	24	9	13	2
Abscess of the liver	...	25	64	13	5	...	...	23	60	12	5	...	11	21	18	19	12	18	8	10	20	17	18	11	17	7
Suicide ...	...	7	7	5	2	...	...	33	33	24	10	...	2	6	2	2	4	3	2	10	29	10	10	19	14	10
All Causes ...	9	340	256	85	32	10	1	46	35	12	4	1	134	142	96	129	72	120	39	18	19	13	18	10	16	5

EUROPEAN TROOPS.

TABLE VIII.—RELATION OF INVALIDING TO AGE AND LENGTH OF RESIDENCE IN INDIA.

A.—AGE.

CAUSES OF INVALIDING.	(a) INVALIDED PER 1,000.						(b) LIABILITY IN PERCENTAGES.					
	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.
Dysentery	·42	·96	·81	·38	1·42	2·20	7	16	13	6	23	36
Intermittent and Remittent Fevers	1·27	1·60	2·17	2·65	2·85	4·41	8	11	15	18	19	29
Venereal Diseases	·42	1·66	2·42	1·90	1·42	...	5	21	31	24	18	...
Debility	3·39	2·95	3·06	5·56	12·81	13·22	8	7	7	14	31	32
Rheumatism	...	·42	·51	·38	1·42	...	...	15	19	14	52	...
Tubercle of the lungs	·42	1·02	1·44	2·53	·95	2·20	5	12	17	30	11	26
Mental Diseases	...	1·05	·85	·63	1·90	...	...	24	19	14	43	...
Epilepsy	...	·60	·68	·51	·95	...	...	22	25	19	35	...
Other Nervous Diseases	·42	·60	1·02	1·14	2·37	...	8	11	18	21	43	...
Eye, ear, and nose Diseases	1·27	2·59	1·87	1·01	·95	2·20	13	26	19	10	10	22
Palpitation	·85	1·90	1·32	·38	2·37	...	12	28	19	6	35	...
Valvular disease of the heart	...	1·60	1·95	2·02	·95	2·20	...	18	22	23	11	25
Other Circulatory Diseases	...	·90	·38	·63	·47	...	...	38	16	26	20	...
Respiratory Diseases	...	·57	·64	·38	·95	...	...	22	25	15	37	...
Congestion, Inflammation and Abscess of the liver	...	·75	2·51	2·66	3·32	6·61	...	5	16	17	21	42
Locomotive Diseases	1·70	1·14	·85	·51	·47	...	36	24	18	11	10	...
Injuries	...	1·24	·93	1·14	·95	...	...	29	22	27	22	...
All Causes	11·88	27·99	29·49	29·71	41·77	41·85	7	15	16	16	23	23

B.—LENGTH OF RESIDENCE IN INDIA.

CAUSES OF INVALIDING.	(g) INVALIDED PER 1,000.						(h) LIABILITY IN PERCENTAGES.						
	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.
Dysentery	·54	·50	·75	·91	·81	1·72	2·01	7	7	10	13	11	24	28
Intermittent and Remittent Fevers	·14	1·27	1·34	1·74	1·78	6·73	5·70	1	7	7	9	10	36	30
Venereal Diseases	·34	1·34	2·35	2·65	2·26	3·83	1·34	2	9	17	19	16	27	9
Debility	1·16	1·84	2·94	3·15	4·37	7·13	19·44	3	5	7	8	11	18	49
Rheumatism	·14	·21	·42	·33	·97	1·45	·34	4	5	11	9	25	38	9
Tubercle of the lungs	1·02	·99	·50	1·24	1·62	3·30	2·35	9	9	5	11	15	30	21
Mental Diseases	·48	·92	·92	·91	·97	1·72	1·01	7	13	13	13	14	25	15
Epilepsy	·48	·57	·42	·33	·81	·92	2·01	9	10	8	6	15	17	36
Other Nervous Diseases	·41	·64	·50	·58	1·46	1·98	2·35	5	8	6	7	18	25	30
Eye, ear, and nose Diseases	1·84	2·90	1·34	1·58	1·46	3·56	1·68	13	20	9	11	10	25	12
Palpitation	·95	1·56	·75	1·49	1·62	3·43	1·68	8	14	7	13	14	30	15
Valvular disease of the heart	1·09	·71	·84	1·58	2·10	5·02	4·02	7	5	5	10	14	33	26
Other Circulatory Diseases	·34	·85	·67	·33	·81	·79	1·68	4	16	12	6	15	14	31
Respiratory Diseases	·34	·28	·50	·50	·97	1·19	1·01	7	6	10	10	20	25	21
Congestion, Inflammation and Abscess of the liver	·41	1·27	·67	1·58	2·10	4·49	5·70	3	8	4	10	13	28	35
Locomotive Diseases	·48	·99	1·26	·91	·97	1·19	1·68	6	13	17	12	13	16	22
Injuries	·75	·71	·67	·50	1·78	3·04	1·68	8	8	7	5	19	33	18
All Causes	14·44	22·07	20·88	26·45	33·96	63·37	70·73	6	9	8	11	13	25	28

CAUSES OF INVALIDING.	(c) NUMBER INVALIDED.						(d) COMPOSITION OF 100 INVALIDINGS AT EACH AGE.					
	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.
Dysentery	1	32	19	3	3	1	4	3	3	1	3	5
Intermittent and Remittent Fevers	3	53	51	21	6	2	11	6	7	9	7	11
Venereal Diseases	1	55	57	15	3	...	4	6	8	6	3	...
Debility	8	98	72	44	27	6	29	11	10	19	31	32
Rheumatism	...	14	12	3	3	...	...	2	2	1	3	...
Tubercle of the lungs	1	34	34	20	2	1	4	4	5	9	2	5
Mental Diseases	...	35	20	5	4	...	...	4	3	2	5	...
Epilepsy	...	20	16	4	2	...	...	2	2	2	2	...
Other Nervous Diseases	1	20	24	9	5	...	4	2	3	4	6	...
Eye, ear, and nose Diseases	3	86	44	8	2	1	11	9	6	3	2	5
Palpitation	2	63	31	3	5	...	7	7	4	1	6	...
Valvular disease of the heart	...	53	46	16	2	1	...	6	7	7	2	5
Other Circulatory Diseases	...	30	9	5	1	...	...	3	1	2	1	...
Respiratory Diseases	...	19	15	3	2	...	...	2	2	1	2	...
Congestion, Inflammation and Abscess of the liver	...	25	59	21	7	3	...	3	9	9	8	16
Locomotive Diseases	4	38	20	4	1	...	14	4	3	2	1	...
Injuries	...	41	22	9	2	...	...	4	3	7	2	...
All Causes	28	929	694	235	88	19	100	100	100	100	100	100

CAUSES OF INVALIDING.	(i) NUMBER INVALIDED.							(j) COMPOSITION OF 100 INVALIDINGS IN EACH PERIOD OF RESIDENCE.						
	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.
Dysentery	8	7	9	11	5	13	6	4	2	4	3	2	3	3
Intermittent and Remittent Fevers	2	18	16	21	11	51	17	1	6	6	7	5	11	8
Venereal Diseases	5	19	28	32	14	29	4	2	6	11	10	7	6	2
Debility	17	26	35	38	27	54	58	8	8	14	12	13	11	27
Rheumatism	2	3	5	4	6	11	1	1	1	2	1	3	2	0
Tubercle of the lungs	15	14	6	15	10	25	7	7	4	2	5	5	5	3
Mental Diseases	7	13	11	11	6	13	3	3	4	4	3	3	3	1
Epilepsy	7	8	5	4	5	7	6	3	3	2	1	2	1	3
Other Nervous Diseases	6	9	6	7	9	15	7	3	3	2	2	4	3	3
Eye, ear, and nose Diseases	27	41	16	19	9	27	5	13	13	6	6	4	6	2
Palpitation	14	22	9	18	10	26	5	7	7	4	6	5	5	2
Valvular disease of the heart	16	10	10	19	13	38	12	8	3	4	6	6	8	6
Other Circulatory Diseases	5	12	8	4	5	6	5	2	4	3	1	2	1	2
Respiratory Diseases	5	4	6	6	6	9	3	2	1	2	2	3	2	1
Congestion, Inflammation and Abscess of the liver	6	18	8	19	13	34	17	3	6	3	6	6	7	8
Locomotive Diseases	7	14	15	11	6	9	5	3	4	6	3	3	2	2
Injuries	11	10	8	6	11	23	5	5	3	3	2	5	5	2
All Causes	212	312	249	319	210	480	211	100	100	100	100	100	100	100

CAUSES OF INVALIDING.	(e) NUMBER INVALIDED.						(f) PERCENTAGE AT EACH AGE TO TOTAL NUMBER.					
	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.	Under 20.	20 and less than 25.	25 and less than 30.	30 and less than 35.	35 and less than 40.	40 and upwards.
Intermittent and Remittent Fevers	3	53	51	21	6	2	2	39	37	15	4	1
Venereal Diseases	1	55	57	15	3	...	1	42	44	11	2	...
Debility	8	98	72	44	27	6	3	38	28	17	11	2
All Causes	28	929	694	235	88	19	1	47	35	12	4	1

CAUSES OF INVALIDING.	(k) NUMBER INVALIDED.							(l) PERCENTAGE IN EACH PERIOD OF RESIDENCE TO TOTAL NUMBER.						
	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.	Under 1.	1 and less than 2.	2 and less than 3.	3 and less than 4.	4 and less than 5.	5 and less than 10.	10 and upwards.
Intermittent and Remittent Fevers	2	18	16	21	11	51	17	1	13	12	15	8	37	12
Venereal Diseases	5	19	28	32	14	29	4	4	15	21	24	11	22	3
Debility	17	26	35	38	27	54	58	7	10	14	15	11	21	23
All Causes	212	312	249	319	210	480	211	11	16	12	16	11	24	11

European Troops.

Table IX.—Statistics of Officers.

A.—Sickness and Mortality among Officers of the British Army in 1906. (From the Medical Returns of the Army.)

	Northern Command.		Western Command.		Eastern Command.		Secunderabad Division.		Burma Division.		India.*	
Strength,	562		655		558		276		102		2,225	
Cases remaining from 1905	29		16		17		7		3		72	
	Ratios.	Actuals.	Ratios.	Actuals.	Ratios.	Actuals.	Ratios.	Actuals.	Ratios.	Actuals.	Ratios.	Actuals.
Constantly sick	27·8	15·65	28·8	18·89	35·0	19·54	37·5	10·35	22·5	2·30	30·0	66·82
Invalids	62·28	35	73·28	48	48·39	27	94·20	26	19 61	2	62·02	138
Admissions.												
Influenza	49·8	28	21·4	14	57·3	32	7·2	2	...	...	34·2	76
Cholera	...	...	3·1	2	1·8	1	3·6	1	19·6	2	2·7	6
Small-pox	1·8	1	4·6	3	...	...	...	...	...	...	1·8	4
Enteric Fever	28·5	16	48·9	32	25·1	14	61·6	17	...	...	35·5	79
Intermittent Fever	128·1	72	142·0	93	163·1	91	54·3	15	107·8	11	129·0	287
Remittent Fever	5·3	3	4·6	3	...	...	...	...	9·8	1	3·1	7
Simple Continued Fever	69·4	39	64·1	42	28·7	16	32·6	9	176·5	18	56·2	125
Tubercle of the lungs	1·8	1	...	...	3·6	2	...	...	...	...	1·3	3
Pneumonia	3·6	2	...	...	3·6	2	...	...	...	...	1·8	4
Other Respiratory Diseases	30·2	17	15·3	10	25·1	14	18·1	5	9·8	1	21·1	47
Dysentery	1·8	1	26·0	17	21·5	12	29·0	8	...	...	17·5	39
Diarrhœa	33·8	19	29·0	19	32·3	18	14·5	4	19·6	2	27·9	62
Hepatic Abscess	...	...	3·1	2	...	...	...	...	...	...	·9	2
„ Congestion and Inflammation	33·8	19	19·8	13	32·3	18	21·7	6	19·6	2	26·1	58
Venereal Diseases	1·8	1	1·5	1	1·8	1	3·6	1	...	...	1·8	4
All causes.	715·3	402	726·7	476	838·7	468	644·9	178	823·5	84	728·1	1,620
Deaths.												
Cholera	...	...	3·05	2	1.79	1	3·62	1	19·61	2	2·70	6
Small-pox	...	...	...	...	...	...	...	...	...	...	...	...
Enteric Fever	5·34	3	7·63	5	3·58	2	7·25	2	...	...	6·29	14
Intermittent Fever	...	...	...	..	...	...	...	...	...	...	...	...
Remittent Fever	...	...	...	...	...	...	...	...	...	...	...	...
Simple Continued Fever	...	...	...	...	...	...	...	...	...	...	...	...
Heat-stroke	...	...	...	...	...	...		...	...	...	·45	1
Circulatory Diseases	...	...	3·05	2	...	...	...	...	...	...	·90	2
Tubercle of the lungs	...	...	...	...	...	...	...	...	...	...	...	...
Pneumonia	1·78	1	...	...	...	...	...	...	...	...	·45	1
Other Respiratory Diseases	...	...	...	...	...	...	...	...	...	...	...	...
Dysentery	...	...	1·53	1	...	...	...	...	...	...	·45	1
Diarrhœa	...	...	...	...	...	...	...	...	...	...	...	...
Hepatic Abscess	...	...	1·53	1	...	...	...	...	...	...	·90	2
All causes	8·90	5	24·43	16	12·54	7	10·87	3	19·61	2	17·53	39
Deaths out of hospital	...	...	3·05	2	1·79	1	...	...	...	...	3·15	7

* Including officers on the line of march and with the Field Force.

B.—Causes of Death among European Officers of the British and Indian Armies in 1906. (From non-medical sources.)

Armies.	Strength in India, whether on leave or not, on the 1st of July 1906.	Strength in Europe or beyond sea on 1st July 1906, whether on furlough or sick leave.	In India.														Deaths in England and other countries.	Deaths at sea.	Grand Total.	Ratio per 1,000.
			Cholera.	Small-pox.	Enteric Fever.	Intermittent Fever.	Remittent Fever.	Simple Continued Fever	Heat-stroke.	Circulatory Diseases.	Tubercle of the lungs.	Pneumonia.	Other Respiratory Diseases.	Dysentery.	Diarrhœa.	Hepatic Abscess.	Total.				
British	2,938	627	6	...	14	...	...	—	1	2	...	1	...	1	...	2	39	5	...	44	12·34
Indian	3,213	776	1	1	2	...	1	...	1	1	...	...	...	2	...	5	21	7	1	29	7·27

Native Troops.

Table X—Summary, Sickness and Mortality.

A.—Commands and Divisions.	Years.	Average strength.	Ratio per mille of strength.												
			Admissions into hospital.	Constantly sick.	Deaths from										Mortality including absent deaths.
					Cholera.	Small-pox.	Enteric fever.	Remittent fever.	Tubercle of the lungs.	Pneumonia.	Dysentery.	Abscess of the liver.	All causes.	
Northern Command ...	1905	36,696	652	26	·03	...	·27	·76	·76	3·32	·19	...	12·92	14·00
	1906	40,535	791	25	·07	...	·32	·37	·67	2·24	·10	·05	6·19	6·80
Western Command ...	1905	33,932	602	23	...	...	·21	·32	·47	1·74	·18	·03	6·60	8·10
	1906	34,972	743	24	·63	·09	·29	·26	·23	1·69	·29	·09	8·09	8·81
Eastern Command ...	1905	21,823	572	23	·18	...	·60	·64	·55	1·33	·18	...	6·42	8·39
	1906	21,918	647	25	·46	·05	·18	·50	·91	1·28	·23	·05	6·93	8·08
1st (Peshawar) Division ...	1905	9,065	526	20	...	...	·22	·66	·44	2·87	·33	...	7·17	10·92
	1906	9,859	782	23	...	...	·10	·61	·30	2·43	·20	...	5·98	9·03
2nd (Rawalpindi) ,, ...	1905	8,647	785	32	·12	...	·81	·81	1·27	3·12	·35	...	8·10	12·84
	1906	10,800	790	28	...	...	·46	·19	1·39	2·69	·19	·09	7·41	9·26
3rd (Lahore) ,, ...	1905	9,157	518	27	...	...	·11	·98	·76	2·51	·11	...	27·85	33·53
	1906	11,336	466	18	·26	...	·26	·62	·53	1·32	...	·09	5·38	9·44
4th (Quetta) ,, ...	1905	7,679	710	26	...	...	·13	·13	·65	2·08	·26	...	5·73	9·25
	1906	7,513	791	25	·13	·13	·13	·27	·13	1·46	·87	·13	4·92	8·39
5th (Mhow) ,, ...	1905	15,737	586	22	...	...	·25	·44	·44	1·84	·19	...	6·74	9·79
	1906	16,115	778	24	·43	·06	·50	·37	·25	1·99	·12	...	8·38	11·17
6th (Poona) ,, ...	1905	9,668	500	20	..	...	·21	·21	·31	1·24	...	·10	6·00	9·52
	1906	9,538	575	20	1·47	·10	·10	..	..	1·57	·21	·21	9·65	12·58
7th (Meerut) ,, ...	1905	10,212	501	24	...	...	1·18	·98	·69	1·47	·20	...	7·25	9·20
	1906	11,474	643	27	·35	...	·09	·44	1·22	1·22	...	...	6·36	10·20
8th (Lucknow) ,, ...	1905	11,611	633	22	·34	...	·09	·34	·43	1·21	·17	...	5·68	9·73
	1906	10,444	651	22	·57	·10	·29	·57	·57	1·34	·48	·10	7·56	10·72
9th (Secunderabad),, ...	1905	11,794	466	19	·17	·08	·34	...	·08	1·27	·17	...	5·77	6·29
	1906	10,603	524	20	2·26	...	·66	·28	·19	1·04	·19	·19	7·73	7·29
Burma ,, ...	1905	4,793	614	26	...	...	...	·63	·83	·63	...	...	6·47	9·81
	1906	5,310	644	26	...	...	...	·38	·19	·19	...	·19	4·14	7·59
Kohat, Derajat and Bannu Brigades.	1905	8,693	797	30	...	...	...	·69	·69	4·83	...	...	9·20	3·80
	1906	8,540	1,231	36	...	...	·47	...	·35	2·69	...	...	5·85	8·55
Aden Brigade	1905	848	1,096	65	...	...	...	1·18	1·18	2·36	1·18	...	18·87	18·87
	1906	1,806	1,122	37	...	...	...	...	1·66	·55	·55	...	9·41	9·97
India	1905	123,434	607	23	·06	·01	·28	·56	·50	1·90	·18	·01	8·09	9·50
	1906	127,853	684	23	·48	·03	·27	·34	·52	1·56	·20	·09	6·57	8·58

B.—Geographical Groups.	Years.	Average strength.*	Ratio per mille of strength.												
			Admissions.	Constantly sick.	Admissions from										
					Influenza.	Cholera.	Small-pox.	Enteric fever.	Intermittent fever.	Remittent fever.	Simple continued fever.	Pneumonia.	Dysentery.	Veneteal diseases.
Group I.—Burma Coast and Bay Islands.	1891-1900	1,891	794	37	2·7	·1	·2	...	195·2	6·6	4·3	5·0	66·4	55·5
	1905	1,195	625	24	4·2	...	...	...	168·2	5·0	52·7	2·5	52·7	10·9
	1906	1,349	485	18	...	...	·7	...	108·2	·7	71·9	3·0	5·2	8·2
,, II.—Burma Inland ...	1891-1900	6,083	1,165	50	2·9	1·7	·1	·1	576·6	10·2	7·2	4·7	71·5	47·8
	1905	2,916	539	22	...	...	...	...	159·5	8·6	4·5	1·7	23·7	12·2
	1906	2,836	674	26	...	...	...	·4	222·5	1·1	40·2	2·1	15·5	16·6
,, III.—Assam ...	1891-1900	2,003	1,209	51	9·2	3·0	·4	3·8	512·1	16·5	6·6	9·4	100·0	71·2
	1905	949	751	26	...	...	...	...	213·9	2·1	...	5·3	40·0	26·3
	1906	954	775	25	...	...	...	...	302·9	2·1	8·4	7·3	45·1	32·5
,, IV.—Bengal and Orissa	1891-1900	2,935	1,120	44	4·7	·4	·3	·2	511·2	15·0	6·7	5·9	86·1	35·6
	1905	2,558	877	27	11·3	...	...	...	353 8	24·6	21·1	10.9	95·4	19·5
	1906	1,816	876	33	2·2	·6	·6	1·7	303·4	6·1	20·4	5·5	43·5	30·8
,, V.—Gangetic Plain and Chutia Nagpur.	1891-1900	6,463	668	28	7·8	1·6	·3	·3	215·4	12·5	2·8	7·6	42·3	33·7
	1905	7,046	506	18	1·1	·6	...	·3	119·8	9·2	13·1	5·3	35·1	13·9
	1906	6,209	564	18	10 0	·5	·2	·2	140·9	3·4	18·5	6·9	33·3	11·9
,, VI.—Upper Sub-Himalaya.	1891-1900	15,166	732	29	2·9	1·0	·6	·2	280·8	17·9	3·1	15·0	29·8	33·7
	1905	16,649	512	23	2·6	...	·4	2·9	111·4	8·8	5·3	15·4	24·3	19·6
	1906	20,842	600	22	3·3	·4	·4	1·3	227·7	4·8	14·9	10·3	28·3	15·8
,, VII.—North-Western Frontier, Indus Valley, and North-Western Rajputana.	1891-1900	15,459	1,102	36	8·9	2·3	·6	·2	507·5	22·2	10·3	29·4	56·5	22·5
	1905	17,946	664	25	4·0	...	·7	·7	170·8	9·9	7·0	20·5	39·5	14·7
	1906	19,224	938	27	16·2	·2	·5	1·2	468·3	7·3	17·0	10·0	49·2	8·5
,, VIII.—South-Eastern Rajputana, Central India and Gujarat.	1891-1900	12,679	814	27	6·0	1·6	·7	·1	337·5	11·3	12·3	13·1	29·9	41·5
	1905	13,651	588	21	1·0	·2	1·4	·7	211·8	3·4	6·8	14·7	18·1	18·0
	1906	13,243	767	23	3·2	·7	1·8	·9	355·3	3·9	13·4	10·1	40·7	14·6
,, IX.—Deccan ...	1891-1900	19,504	736	27	7·0	1·9	1·3	·1	292·6	11·2	11·6	9·3	31·3	43·0
	1905	15,977	445	18	·2	...	1·3	1·1	73·2	2·4	20·7	6·6	25·0	24·3
	1906	16,591	579	21	3·7	3·8	1·1	2·0	110·0	3·3	43·6	8·0	39·2	26·3
,, X.—Western Coast	1891-1900	3,055	714	29	2·2	·3	·5	·4	159·9	14·9	26·8	6·7	60·5	53·3
	1905	1,978	606	29	...	...	4·0	·5	192·6	1·5	10·6	13·7	20·7	38·4
	1906	1,783	804	25	...	...	·6	...	260·8	1·1	4·5	5·6	101·0	11·8
,, XI.—Southern India	1891-1900	8,244	565	29	3·5	2·5	·6	·1	132·0	3·6	21·7	7·9	20·1	43·2
	1905	5,967	552	21	·5	·5	·2	·2	122·2	·8	57·3	5·0	19·9	30·5
	1906	4,282	605	20	2·8	·7	1·6	1·4	166·0	1·6	37·8	6·1	42·7	23·8
,, XII.—Hill Stations ...	1891-1900	17,027	1,075	40	21·3	1·0	·3	·6	470·0	24·6	8·4	20·5	53·3	49·6
	1905	20,224	729	31	·3	·0	·0	1·6	170·3	11·5	23·4	13·7	32·3	24·3
	1906	22,403	735	28	3·8	...	·2	·8	250·0	6·5	66·2	12·8	33·6	20·2
,, India	1891-1900	127,666	852	32	8·1	1·8	·5	·3	348·8	15·2	9·1	14·4	48·8	37·2
	1905	123,434	607	23	1·5	·1	·6	1·1	171·2	8·4	14·3	12·5	32·5	19·6
	1906	127,853	684	23	5·2	·7	·6	1·0	261·8	5·0	29·6	9·0	37·1	16·2

* The decennial ratios are worked on the total strength of the ten years period.

Native Troops.

Table XI—Ratios of Commands.

	Ratio per 1,000 of the Average Strength.					
	Northern Command.	Western Command.	Eastern Command.	Secundera-bad Division.	Burma Division.	Army of India.
I.—Average Annual Strength	40,535	34,972	21,918	10,603	5,310	127,853
II.—Constantly sick rate of each month—						
January	27·1	23·1	22·9	18·9	24·8	22·6
February	24·0	21·1	21·1	20·2	25·1	21·2
March	18·0	19·1	18·5	17·7	24·0	18·5
April	16·3	18·8	21·5	17·0	21·5	18·4
May	18·6	18·8	22·0	19·1	20·1	18·9
June	19·4	18·4	20·8	21·8	25·1	19·4
July	18·0	20·4	25·3	21·8	27·1	20·4
August	20·4	23·2	24·8	20·2	27·7	21·8
September	24·3	28·4	27·3	19·5	32·0	24·7
October	31·5	29·6	28·3	20·1	28·7	26·9
November	45·9	32·4	30·8	23·5	27·9	31·7
December	40·7	29·8	34·6	18·4	25·9	28·7
Of the year	25·4	23·8	24·7	19·7	26·0	23·0
III.—Admission rate of the year—						
Influenza	7·5	4·7	7·5	2·0	...	5·2
Cholera	·1	1·1	·4	3·7	...	·7
Small-pox	·3	1·4	·2	·9	·2	·6
Enteric Fever	1·4	·8	·7	2·3	·2	1·0
Intermittent Fever	329·2	300·6	226·7	95·0	168·0	261·8
Remittent Fever	6·0	4·4	3·6	1·6	9·2	5·0
Simple Continued Fever	46·5	18·7	15·8	43·6	41·8	29·6
Tubercle of the lungs	3·3	2·1	2·6	1·4	1·9	2·5
Pneumonia	11·7	9·8	7·9	5·9	2·8	9·0
Other Respiratory Diseases	28·1	24·0	20·3	17·2	26·9	22·9
Dysentery	37·5	40·0	34·1	50·3	23·0	37·1
Diarrhœa	6·1	7·9	8·4	11·6	5·8	7·2
Hepatic {Abscess	·1	·2	·1	·3	·4	·1
Hepatic {Congestion and Inflammation	·3	·6	1·2	·6	·4	·6
Scurvy	·8	4·4	2·5	2·1	·2	2·4
Venereal Diseases	11·1	19·6	22·9	19·1	20·0	16·2
All Causes	790·5	743·3	647·0	524·4	643·7	683·5
IV.—Death rate of the year—						
Cholera	·07	·63	·46	2·26	...	·48
Small-pox	...	·09	·05	...	...	·03
Enteric Fever	·32	·29	·18	·66	...	·27
Intermittent Fever	·27	·29	·46	·09	·38	·31
Remittent Fever	·37	·26	·50	·28	·38	·34
Simple Continued Fever	...	·03	...	·28	·19	·04
Circulatory Diseases	·12	·37	·32	·57	...	·25
Tubercle of the lungs	·67	·23	·91	·19	19	·52
Pneumonia	2·24	1·69	1·28	1·04	·19	1·56
Other Respiratory Diseases	·07	·09	·36	·09	·19	·13
Dysentery	·10	·29	·23	·19	...	·20
Diarrhœa	·05	·06	·27	...	...	·08
Hepatic Abscess	·05	·09	·05	·19	·19	·09
Anæmia and Debility	...	·09	·05	·09	...	·04
All Causes	6·19	8·09	6·93	7·73	4·14	6·57
V.—Percentage in 100 Admissions—						
Influenza	·95	·63	1·16	·38	...	·77
Cholera	·01	·15	·06	·70	...	·11
Small-pox	·04	·18	·04	·18	·03	·09
Enteric Fever	·17	·11	·11	·43	·03	·15
Intermittent Fever	41·65	40·45	35·04	18·11	26·10	38·31
Remittent Fever	·76	·60	·56	·31	1·43	·72
Simple Continued Fever	5·88	2·51	2·44	8·31	6·50	4·32
Tubercle of the lungs	·42	·28	·39	·27	·29	·37
Pneumonia	1·49	1·32	1·23	1·13	·44	1·32
Other Respiratory Diseases	3·55	3·22	3·14	3·27	4·18	3·36
Dysentery	4·74	5·38	5·28	9·59	3·57	5·43
Diarrhœa	·77	1·06	1·30	2·21	·91	1·06
Hepatic {Abscess	·01	·02	·02	·05	·06	·02
Hepatic {Congestion and Inflammation	·04	·08	·18	·11	·06	·08
Scurvy	·10	·59	·39	·40	·03	·35
Venereal Diseases	1·40	2·64	3·54	3·63	3·10	2·37
VI.—Percentage in 100 Deaths—						
Cholera	1·2	7·8	6·6	29·3	...	7·4
Small-pox	...	1·1	·7	...	...	·5
Enteric Fever	5·2	3·5	2·6	8·5	...	4·0
Intermittent Fever	4·4	3·5	6·6	1·2	9·1	4·6
Remittent Fever	6·0	3·2	7·2	3·7	9·1	5·1
Simple Continued Fever	...	·4	...	3·7	4·5	·6
Circulatory Diseases	2·0	4·6	4·6	7·3	...	3·8
Tubercle of the lungs	10·8	2·8	13·2	2·4	4·5	8·0
Pneumonia	36·3	20·8	18·4	13·4	4·5	23·7
Other Respiratory Diseases	1·2	1·1	5·3	1·2	4·5	1·9
Dysentery	1·6	3·5	3·3	2·4	...	3·1
Diarrhœa	·8	·7	3·9	...	...	1·2
Hepatic Abscess	·8	1·1	·7	2·4	4·5	1·4
Anæmia and Debility	...	1·1	·7	1·2	...	·6

NATIVE TROOPS.

TABLE XII.—RATIOS OF GEOGRAPHICAL GROUPS.

	RATIO PER 1,000 OF THE AVERAGE STRENTGH.												
	I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	
	Burma Coast and Bay Islands.	Burma Inland.	Assam.	Bengal and Orissa.	Gangetic Plain and Chutia Nagpur.	Upper Sub-Himalaya.	N.-W. Frontier, Indus Valley, and N.-W. Rajputana.	S.-E. Rajputana, Central India, and Gujarat.	Deccan.	Western Coast.	Southern India.	Hill Stations.	Army of India.
I.—AVERAGE ANNUAL STRENGTH	1,349	2,836	954	1,816	6,209	20,842	19,224	13,243	16,591	1,783	4,282	22,403	127,853
II.—CONSTANTLY SICK-RATE OF EACH MONTH—													
January	10·5	27·5	22·9	33·9	16·5	20·2	33·4	24·6	19·0	21·5	20·0	26·7	22·6
February	11·2	26·8	20·8	31·5	16·2	17·3	29·3	19·3	19·7	22·0	21·1	25·9	21·2
March	12·5	22·4	19·6	23·4	14·8	14·7	19·8	14·8	20·7	20·0	17·1	21·9	18·5
April	14·3	18·2	17·3	27·4	14·8	17·5	14·7	14·4	20·4	18·5	19·6	21·6	18·4
May	9·5	19·3	28·6	23·0	13·7	19·3	17·7	15·7	19·5	20·1	26·2	22·2	18·9
June	22·6	25·0	20·1	21·9	13·7	20·6	18·0	14·9	16·9	24·9	31·8	22·8	19·4
July	29·4	23·4	39·0	25·9	17·9	20·6	18 0	17·5	20·2	25·1	24·9	22·9	20·4
August	25·5	30·2	29·6	35·0	17·8	19·6	19·4	21·8	21·9	27·0	15·7	26·5	21·8
September	25·5	35·3	20·9	39·7	20·4	23·7	21·5	27·5	22·8	21 8	11·7	34·2	24·7
October	18·7	31·2	30·0	36·2	25·9	27 7	30·5	30·6	24·8	27·9	14·1	33·8	26·9
November	17·6	29·7	29·3	48·7	24·3	34·6	48·8	37·2	24·3	35·9	24·9	36·7	31·7
December	16·0	26·5	23·0	50·3	20·1	30·4	45·9	32·4	22·9	46·2	17·5	39·1	28·7
OF THE YEAR	17·8	26·4	25·2	32·5	18·0	22·2	26·9	23·3	21·2	25·2	20·1	27·8	23·0
III.—ADMISSION RATE OF THE YEAR—													
Influenza	...	..	...	2·2	10·0	3·3	16·2	3·2	3·7	...	2·8	3·8	5·2
Cholera	...	...	...	·6	·5	·4	·2	·7	3·8	...	·7	...	·7
Small-pox	·7	...	...	·6	·2	·4	·5	1·8	1·1	·6	1·6	·2	·6
Enteric Fever	...	·4	...	1·7	·2	1·3	1·2	·9	2·0	...	1·4	·8	1·0
Intermittent Fever	108·2	222·5	302·9	303·4	140·9	227·7	468·3	355·3	110·0	260·8	166·0	250·0	261·8
Remittent Fever	·7	1·1	2·1	6·1	3·4	4·8	7·3	3·9	3·3	1·1	1·6	6·5	5·0
Simple Continued Fever	71·9	40·2	8·4	20·4	18 5	14·9	17·0	13·4	43·6	4·5	37·8	66·2	29·6
Tubercle of the lungs	1·5	2·1	..	·6	1·6	3·2	2·4	2·3	1·0	9·0	2·1	3·6	2·5
Pneumonia	3·0	2·1	7·3	5·5	6·9	10·3	10·0	10·1	8·0	5·6	6·1	12·8	9·0
Other Respiratory Diseases	31·1	30·0	26·2	41·3	18·2	17·7	25·1	19·8	18·4	26·9	19·4	34·3	22·9
Dysentery	5·2	15·5	45·1	43 5	33·3	28·3	49·2	40·7	39·2	101·0	42·7	33·6	37·1
Diarrhœa	8·2	2·8	26·2	12·1	7·6	4·5	7·4	6·9	10·7	35·9	3·5	7·1	7·2
Hepatic { Abscess	...	·4	...	...	·2	·0	·1	·2	·3	·6	·2	·1	·1
Hepatic { Congestion and Inflammation	1·5	...	...	4·4	1·4	·6	·1	·4	1·0	·6	·5	·4	·6
Scurvy	...	4	...	4·4	2·6	·8	1·2	2·3	2·3	8·4	1·2	4·0	2·4
Venereal Diseases	8·2	16·6	32·5	30·8	11·9	15·8	8·5	14·6	26·3	11·8	23·8	20·2	16·2
ALL CAUSES	484·8	674·2	774·6	876·1	564·0	599·5	937·9	767·2	578·9	804·3	605·1	734·5	683·5
IV.—DEATH RATE OF THE YEAR—													
Cholera	...	...	...	1·65	·48	·34	·05	·23	2·35	...	·70	...	·48
Small-pox	...	...	...	...	·16	...	...	...	·12	...	...	·04	·03
Enteric Fever	...	...	...	·55	...	·34	·31	·53	·48	...	·23	·18	·27
Intermittent Fever	·74	·35	...	1·10	·16	·38	·21	·53	·18	·56	...	·27	·31
Remittent Fever	...	...	1·05	·55	·48	·43	·31	·30	·36	...	...	·45	·34
Simple Continued Fever	·74	...	...	...	...	...	...	...	·12	·56	...	·04	·04
Circulatory Diseases	...	...	...	...	·16	·14	·05	·23	·30	1·68	·93	·40	·25
Tubercle of the lungs	...	·35	...	·55	·48	·43	·31	·30	·06	...	·23	1·29	·52
Pneumonia	·74	...	1·05	1·65	1·45	1·87	2·03	2·19	1·33	2·80	·47	1·74	1·56
Other Respiratory Diseases	...	·35	..	1·10	·32	·14	·16	·08	·06	...	...	09	·13
Dysentery	...	...	...	...	·81	·05	·16	·15	...	1·12	·47	·22	·20
Diarrhœa	...	...	...	·55	·16	·19	...	...	...	·56	...	·13	·08
Hepatic Abscess	...	...	...	...	·16	·05	...	...	·18	...	·23	·13	·09
Anæmia and Debility	...	...	...	...	...	...	...	·15	·06	...	...	·04	·04
ALL CAUSES	4·45	3·53	2·10	9·91	7·25	6·19	5·20	8·08	9·22	12·90	6·31	6·83	6·57
V.—PERCENTAGE IN 100 ADMISSIONS—													
Influenza	...	...	...	·25	1·77	·55	1·73	·42	·64	...	·46	·52	·77
Cholera	...	...	...	·06	·09	·06	·02	·09	·66	...	·12	...	·11
Small-pox	·15	...	...	·06	·03	·07	·05	·24	·20	·07	·27	·03	·09
Enteric Fever	...	·05	...	·19	·03	·22	·13	·12	·35	...	·23	·10	·15
Intermittent Fever	22·32	33·00	39 11	34·63	24·99	37·98	49·93	46·31	19·00	32·43	27·44	34·04	38·31
Remittent Fever	·15	·16	·27	·69	·60	·81	·78	·51	·57	·14	·27	·89	·72
Simple Continued Fever	14·83	5·96	1·08	2·33	3·28	2·49	1·81	1·75	7 53	·56	6·25	9·01	4·32
Tubercle of the lungs	·31	·31	...	·06	·29	·54	·26	·30	·17	1·12	·35	·49	·37
Pneumonia	·61	·31	·95	·63	1·23	1·71	1·06	1·32	1·37	·70	1·00	1·74	1·32
Other Respiratory Diseases	6·42	4·45	3·38	4 71	3·23	2·95	2·67	2·58	3·18	3·35	3 20	4·67	3·36
Dysentery	1·07	2·30	5·82	4·97	5·91	4·71	5·24	5 31	6·78	12·55	7·06	4·58	5·43
Diarrhœa	1·68	·42	3·38	1·38	1·34	·75	·79	·91	1·85	4·46	·58	·97	1·06
Hepatic { Abscess	...	·05	...	...	·03	·01	·01	·02	·05	·07	·04	·02	·02
Hepatic { Congestion and Inflammation	·31	...	...	·50	·26	·10	·01	·05	·17	·07	·08	·06	·08
Scurvy	...	·05	...	·50	·46	·13	·13	·31	·40	1·05	·19	·55	·35
Venereal Diseases	1·68	2·46	4·19	3 52	2·11	2·63	·91	1·91	4·55	1·46	3·94	2·75	2·37
VI.—PERCENTAGE IN 100 DEATHS—													
Cholera	...	...	...	16·7	16·7	5·4	1·0	2·8	25·5	..	11·1	...	7·4
Small-pox	...	...	...	..	2·2	...	...	...	1·3	...	...	·7	·5
Enteric Fever	...	...	...	5·6	...	5·4	6·0	6·5	5·2	...	3·7	2·6	4·0
Intermittent Fever	16·7	10·0	...	11·1	2·2	6·2	4·0	6·5	2·0	4·3	...	3·9	4·6
Remittent Fever	...	...	50 0	5·6	6·7	7·0	6·0	3·7	3·9	...	...	6·5	5·1
Simple Continued Fever	16·7	...	...	...	...	...	...	...	1·3	4·3	...	·7	·6
Circulatory Diseases	...	..	...	...	2·2	2·3	1·0	2·8	3·3	13·0	14·8	5·9	3 8
Tubercle of the lungs	...	10·0	...	5·6	6·7	7·0	6·0	3·7	·7	...	3 7	19·0	8·0
Pneumonia	16·7	...	50·0	16·7	20·0	30 2	39·0	27·1	14·4	21·7	7·4	25·5	23·7
Other Respiratory Diseases	...	10·0	...	11·1	4·4	2·3	3·0	·9	·7	...	...	1·3	1·9
Dysentery	...	...	...	...	11·1	·8	3·0	1·9	...	8·7	7·4	3·3	3·1
Diarrhœa	...	...	...	5·6	2·2	3·1	...	...	...	4·3	...	2·0	1·2
Hepatic Abscess	...	...	...	...	2·2	·8	...	...	2·0	...	3·7	2 0	1·4
Anæmia and Debility	...	...	...	..	...	...	...	1·9	·7	...	...	·7	·6

* Including Group Extra India.

TABLE XIII.—SICKNESS AND MORTALITY IN PLAINS AND HILLS (1.—ACTUALS: 2.—RATIOS).

	C. Plains and Hills.	Average annual strength.	Intermittent Fever.		Remittent Fever.		Tubercle of the lungs.		Pneumonia.		Other respiratory diseases.		Dysentery and Diarrhœa.		Scurvy.		Anæmia and Debility.		All causes.		Average number constantly sick.
			A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D	
1902.	Plains ...	99,841	26,587	90	1,091	119	333	53	1,456	351	2,401	30	5,150	57	220	2	1,272	14	69,816	1,079	2,523
			266·3	1·90	10·9	1·19	3·3	·53	14·6	3·52	24·0	·30	51·6	·57	2·2	·02	12·7	·14	699·3	10·81	25·3
	Hills ...	20,950	6,887	18	388	23	196	46	429	107	576	12	1,485	12	82	...	461	7	17,218	287	681
			328·7	·86	18·5	1·10	9·4	2·20	20·5	5·11	27·5	·57	70·9	·57	3·9	...	22·0	·33	821·9	13·70	32·5
	Hills above 5,000 feet sea-level.	8,553	1,445	7	167	14	50	16	125	18	191	4	430	7	27	...	110	2	5,183	91	240
			165·4	·82	19·5	1·64	5·8	1·87	14·6	2·10	22·3	·47	50·3	·82	3·2	...	12·9	·23	606·0	10·64	28·1
	Hills below 5,000 feet sea-level.	12,397	5,472	11	221	9	146	30	304	89	385	8	1,055	5	55	...	351	5	12,035	196	441
			441·4	·89	17·8	·73	11·8	2·42	24·5	7·18	31·1	·65	85·1	·40	4·4	...	28·3	·40	970·8	15·86	35·6
1903.	Plains ...	100,869	24,204	60	854	94	369	46	1,340	277	2,122	22	4,225	38	179	8	1,424	8	64,660	944	2,349
			240·0	·59	8·5	·93	3·7	·46	13·3	2·75	21·0	·22	41·9	·38	1·8	·08	10·1	·08	641·0	9·36	2·33
	Hills ...	21,676	5,898	16	219	16	350	35	448	202	611	4	1,156	11	120	11	328	5	16,466	238	733
			272·1	·74	10·1	·74	16·1	1·61	20·7	4·71	28·2	·18	53·3	·51	5·5	·51	15·1	·23	759·6	13·06	33·8
	Hills above 5,000 feet sea-level.	9,900	1,455	4	105	3	50	18	137	16	213	1	357	4	20	...	99	1	5,673	82	255
			147·0	·40	10·6	·30	5·1	1·82	13·8	1·62	21·5	·10	36·1	·40	2·0	...	10·0	·10	573·0	8·28	25·8
	Hills below 5,000 feet sea-level.	11,776	4,443	12	114	13	300	17	311	86	398	3	799	7	100	11	229	4	10,793	201	478
			377·3	1·02	9·7	1·10	25·5	1·44	26·4	7·30	33·8	·25	67·8	·59	8·5	·93	19·4	·34	916·5	17·07	40·6
1904.	Plains ...	98,289	17,182	32	605	53	340	25	1,048	190	1,924	23	3,476	20	324	1	1,283	12	56,276	692	2,151
			174·8	·33	6·2	·54	3·5	·25	10·7	1·93	19·6	·23	35·4	·20	3·3	·01	13·1	·12	572·6	7·04	21·9
	Hills ...	20,366	4,590	10	226	20	125	30	318	50	426	4	702	8	83	1	252	...	13,377	180	576
			225·4	·49	11·1	·98	6·1	1·47	15·6	2·46	20·9	·20	34·5	·39	4·1	·05	12·4	...	656·8	8·84	28·3
	Hills above 5,000 feet sea-level.	8,576	1,438	7	85	7	49	12	103	13	165	3	269	1	35	1	81	...	5,055	72	227
			157·7	·82	9·9	·82	5·7	1·40	12·0	1·52	19·2	·35	31·4	·12	4·1	·12	9·4	...	589·4	8·40	26·5
	Hills below 5,000 feet sea-level.	11,790	3,152	3	141	13	76	18	215	37	261	1	433	7	48	...	171	...	8,322	108	349
			267·3	·25	9·7	1·20	6·4	1·93	18·2	3·14	22·1	·08	36·7	·59	4·1	...	14·5	...	705·9	9·16	29·6
1905.	Plains ...	99,771	14,461	28	669	41	287	33	1,266	185	2,528	23	3,771	18	124	3	1,080	9	55,250	602	2,083
			144·9	·28	6·7	·41	2·9	·33	12·7	1·86	25·3	·21	37·8	·18	1·2	·03	10·8	·09	553·8	6·03	20·9
	Hills ..	20,224	3,444	9	233	17	93	26	277	50	920	5	850	9	84	1	253	...	14,749	365	624
			170·3	·45	11·5	·84	4·6	1·29	13·7	2·37	45·5	·35	42·0	45	4·2	·05	12·5	...	729·3	18·05	30·9
	Hills above 5,000 feet sea-level.	9,583	1,297	4	60	7	46	13	95	20	333	2	341	6	50	1	100	...	5,698	260	260
			135·3	·42	6·3	·73	4·8	1·36	9·9	2·09	34·7	·21	35·6	·63	5·2	·10	10·4	...	594·6	27·13	27·1
	Hills below 5,000 feet sea-level.	10,641	2,147	5	173	10	47	13	182	30	587	3	509	3	34	...	153	...	9,051	105	364
			201·8	·47	16·3	·94	4·4	1·22	17·1	2·63	55·2	·47	47·8	·28	3·2	...	14·4	...	850·6	9·87	34·2
1906.	Plains ...	101,783	26,348	31	485	33	221	32	856	159	2,108	14	4,656	27	214	10	1,349	3	68,275	665	2,201
			258·9	·30	4·8	·32	2·2	·31	8·4	1·56	20·7	·14	45·7	·27	2·1	·10	13·2	·03	670·8	6·53	21·6
	Hills ...	22,469	6,104	6	146	10	79	29	285	39	754	2	926	8	92	...	347	2	17,057	158	646
			271·7	·27	6·5	·44	3·5	1·29	12·7	1·74	33·6	·09	41·2	·36	4·1	...	15·4	·09	759·1	7·03	28·8
	Hills above 5,000 feet sea-level.	11,510	2,474	2	72	6	34	9	118	17	289	2	437	7	70	...	163	2	6,923	78	293
			214·9	·17	6·3	·52	3·0	·78	10·3	1·48	25·1	.17	38·0	·61	6·1	...	14·2	·17	601·5	6·78	25·5
	Hills below 5,000 feet sea-level.	10,959	3,630	4	74	4	45	20	167	22	465	...	489	1	22	...	184	...	10,134	80	353
			331·2	·36	6·8	·36	4·1	1·82	15·2	2·01	42·4	...	44·6	·09	2·0	...	16·8	...	924·7	7·30	32·2

PRISONERS.

TABLE XIV.—SUMMARY, SICKNESS AND MORTALITY.

A.—Administrations.	Years.	Average strength ‡	RATIO PER MILLE OF STRENGTH.*												
			Admissions.	Constantly sick.	DEATHS FROM										
					Cholera.	Small-pox.	Remittent fever.	Tubercle of the lungs.	Pneumonia.	Other respiratory diseases.	Dysentery.	Diarrhœa.	Anæmia and debility.	All causes.
Burma	1901-1905	11,779	452	22	·68	·02	·24	3·63	1·32	·51	2·77	·82	·32	16·78
	1905	12,639	320	17	...	·08	·08	3·80	1·03	·63	2·61	·95	·24	17·01
	1906	13,369	280	16	·22	·15	·07	4·19	1·20	·52	1·50	·45	·07	14·81
Eastern Bengal and Assam	1901-1905	6,285	1,099	45	·67	·10	·64	3·34	3·47	·76	7·67	1·05	1·46	28·07
	1905	6,401	1,081	46	1·87	...	·47	3 44	2 50	·94	7·50	·78	2·66	32·96
	1906	6,871	912	43	1·89	...	·15	3 06	3·20	1·16	7·71	·58	·87	29·69
Bengal	1901-1905	14,573	999	37	·77	·04	·29	3·86	2·48	54	5 83	1·39	·56	23·93
	1905	14,172	954	39	·35	...	·21	4·02	2·12	1·06	6·56	1·06	·49	24·91
	1906	14,857	1,009	38	1·01	·20	·47	4·31	2·96	·74	5·72	·88	·67	23·36
United Provinces of Agra and Oudh	1901-1905	25,557	699	34	·46	·04	·09	2·07	2·54	·94	3·73	1·06	·22	18·77
	1905	23,680	609	27	·17	·04	·21	2·66	3·00	1·10	1·94	·84	·21	17·31
	1906	24,872	603	27	·44	·12	·04	2·85	2·77	·84	1·89	·76	·24	16·56
Punjab	1901-1905	12,333	999	32	·11	·10	·34	3·68	4·74	·66	2·61	·75	·68	21·68
	1905	11,512	708	26	·35	·09	·09	4·43	2·52	·69	·52	·17	·69	16·33
	1906	11,744	737	26	...	...	...	3·83	2·64	·17	2·64	1·36	·85	15·75
North-West Frontier Province ...	1901-1905	1,287	1,016	32	...	·78	·16	·93	4·35	·47	3·73	·47	·31	20·35
	1905	1,314	960	34	...	...	·76	1·52	1·82	·76	4·57	·76	...	19·79
	1906	1,300	1,465	36	...	...	...	·77	3·85	1·54	4 62	·77	1·54	25·38
Bombay	1901-1905	8,725	689	29	·05	·16	·80	3·32	6·56	1·60	1·74	1·63	·83	26·36
	1905	7,851	603	27	...	·13	·51	2·29	3 06	1 53	1·15	1·15	·76	17·45
	1906	7,925	689	31	2·27	...	·88	1·89	3·66	1·14	2·02	·76	·88	20 69
Central Provinces	1901-1905	4,429	772	25	·09	...	·05	2·53	2·48	1·31	3·61	1·85	1·17	20·19
	1905	3,547	630	21	·28	...	...	1·97	1·41	1·13	1·41	·28	·56	15·79
	1906	3,329	598	19	...	...	·60	1·80	1·20	·30	2·10	·30	·60	13·82
Madras	1901-1905	9,832	482	21	1·36	·02	·14	3·50	1·95	·33	2·36	·14	·37	18·74
	1905	10,147	469	19	1·38	...	·20	2·37	1·48	·39	3·06	·30	·20	15·87
	1906	10,428	417	18	4·32	·10	·10	2 49	1·63	·58	4·32	·10	·58	21·77
INDIA†	1901-1905	95,479	759	31	·54	·06	·28	3·32	3·07	·79	3·71	1·04	·56	21·12
	1905	91,917	647	28	·44	·04	·22	3·19	2·28	·92	3·01	·74	·54	19·23
	1906	95,394	658	27	1·10	·09	·21	3 21	2·55	·71	3·25	·73	·55	19·27
ANDAMANS	1901-1905	13,289	1,838	61	...	...	2·59	7·66	4·23	1·28	10·84	1·57	·02	37·38
	1905	14,348	1,808	68	...	...	2·86	6·48	4·81	·91	13·03	·49	...	38·95
	1906	14,688	2,041	70	...	...	2·52	5·58	5·38	1·23	4·90	·34	..	27·30
INDIA¶	1901-1905	1,08,769	891	35	·47	·06	·56	3·85	3·21	·85	4·58	1·11	·49	23·11
	1905	1,06,265	816	33	·38	·04	·57	3·63	2·62	·91	4·37	·71	·47	21·90
	1906	1,10,082	843	33	·95	·08	·52	3·52	2·93	·78	3·47	·68	·47	20·34

* Excluding Subsidiary Jails.

† Including Ajmer, Quetta, Mercara and Secunderabad and excluding Andamans.

¶ Including Andamans.

B.—GEOGRAPHICAL Groups.	Years.	Average strength.‡	RATIO PER MILLE OF STRENGTH.*											
			Admissions.	Constantly sick.	ADMISSIONS FROM									
					Influenza.	Cholera.	Small-pox.	Enteric fever.	Intermittent fever.	Remittent fever.	Simple continued fever.	Pneumonia.	Dysentery.	
Group I.—Burma Coast and Bay Islands	1901-1905	7,967	442	21	·7	1·2	·1	·6	97·4	2·8	19·2	3 8	37·0	
	1905	8,808	262	14	...	...	·2	·6	32 1	·8	24 6	3·3	16·3	
	1906	9,576	248	15	4·6	·6	1 0	·4	42·0	·6	18·2	3·7	10·7	
„ II.—Burma Inland	1901-1905	3,812	471	23	4·2	1·8	·1	·6	107·7	2·5	3 0	8·0	67·7	
	1905	3,831	455	22	3·7	·8	...	·8	94·5	·8	6·0	3·4	55·9	
	1906	3,793	360	19	...	·3	·3	·3	69·1	·3	6·1	5·5	37·2	
„ III.—Assam	1901-1905	1,239	820	42	19·2	1 5	1·1	·2	258·3	5·6	4·4	4·8	234·2	
	1905	1,391	868	52	3 6	1·4	...	...	228·6	4·3	5·8	1·4	259·5	
	1906	1,430	757	39	·7	4·9	...	...	260·1	7·0	...	7·7	160·1	
„ IV.—Bengal and Orissa ...	1901-1905	12,182	1,014	40	21·2	1·1	·4	·5	270·3	2·1	10·8	10·3	258·9	
	1905	11,901	1,036	43	19·9	1·3	·1	1·2	248·0	1·2	2·7	9·0	256·6	
	1906	12,457	987	44	9·8	1 6	·6	1·3	273·6	3·0	1·0	9 6	223·8	
„ V.—Gangetic Plain and Chutia Nagpur.	1901-1905	23,686	760	33	16·0	·9	·4	·4	265 3	1·2	4·5	10·0	86·0	
	1905	22,083	686	30	12·7	·4	·2	·3	230·0	1·1	8·0	9·1	87·2	
	1906	23,376	680	27	3·0	1·1	·7	·3	231·1	·4	11 2	9·6	85·5	
„ VI.—Upper Sub-Himalaya	1901-1905	13,091	946	32	17 8	·1	·3	·8	409·2	1·3	3·9	17·5	56·3	
	1905	11,930	669	25	18·7	·3	·3	·6	236 6	1·4	4 8	12·3	33·8	
	1906	12,351	818	29	13·5	...	1·0	·3	358·9	·7	7·2	12·4	36·4	
„ VII.—North-West Frontier, Indus Valley and North-Western Rajputana.	1901-1905	8,142	785	29	9·5	·3	1·7	·2	291·1	1·3	1·1	27·4	48·5	
	1905	8,407	651	26	30·9	·4	1·0	...	212 0	1·1	...	17·4	28·4	
	1906	8,447	690	26	5·0	...	·8	·1	277·0	·6	4·0	18·1	37·5	
„ VIII.—South-Western Rajputana, Central India and Gujarat.	1901-1905	4,772	754	39	12·3	·5	·8	·1	278·4	·6	·3	20·5	36·5	
	1905	4,346	524	30	...	...	·9	...	160·4	·2	...	22 3	16·1	
	1906	4,595	614	32	13·5	...	2·0	·2	191·6	·2	....	18·9	23·7	
„ IX.—Deccan	1901-1905	8,373	812	31	14 0	·1	·3	·2	284·4	6·0	4·5	9·9	50·3	
	1905	7,017	672	28	4·6	·1	...	...	158·0	1·0	3·4	6 1	47·2	
	1906	6,840	780	29	7 2	1·5	·4	·4	189·2	1·8	1·8	5 8	59·9	
„ X.—Western Coast	1901-1905	2,728	527	23	1·4	·1	1·0	3 7	155·2	4·7	8·3	9·5	40·3	
	1905	2,318	532	20	...	...	1·3	3·0	141·1	1·3	11 6	9·9	42·3	
	1906	2,452	500	22	...	14·7	·8	15 9	109·3	7 7	11·4	12·2	88·9	
„ XI.—Southern India	1901-1905	8,845	497	22	4·4	3·6	·2	·7	106·5	1·2	26·8	9·0	55·1	
	1905	9,240	485	20	·6	4 0	·4	2·3	87 7	1·6	34·4	8·4	65·2	
	1906	9,429	419	18	1·0	7·3	1·3	2 3	57·6	2·1	30·5	7·4	76·0	
„ XII.—Hills	1901-1905	594	842	28	5·1	1·3	1 0	2·4	266 3	3·7	19·9	20·2	85·5	
	1905	575	878	24	...	...	...	...	252·2	3·5	17·4	19·1	80·0	
	1906	572	892	31	...	22·7	3·5	8·7	237·8	17·5	12 2	31·5	80·4	
INDIA‡	1901-1905	95,479	759	31	12·7	1·0	·5	·6	251·9	2·1	8·1	12·4	88·3	
	1905	91,917	647	28	11·5	·8	·3	·7	181·7	1·2	9·7	9·7	81·6	
	1906	95,394	658	27	5·9	2·0	·9	1·1	207·2	1·5	9·7	10·1	78·9	
ANDAMANS	1901-1905	13,289	1,838	61	7·0	...	...	...	1111·2	10·2	...	11·6	156·9	
	1905	14,348	1,898	68	13·0	...	...	...	1246·2	6·1	...	11·0	164·4	
	1906	14,688	2,041	70	26 2	...	...	...	1450 0	4·4	5·4	15·8	94·0	
INDIA§	1901 1905	1,08,769	891	35	12·0	·9	·4	·5	356·9	3·1	7·1	12·3	96·7	
	1905	1,06,265	816	33	11·7	·7	·3	·6	325·5	1·9	8·4	9·9	92·7	
	1906	1,10,082	843	33	8·6	1·7	·7	·9	373 0	1·9	9·2	10·9	80·9	

* Excluding Subsidiary Jails. ‡ Including Aden and excluding Andamans. * The zymogenical ratios are of course only [illegible]

PRISONERS.

TABLE XV.—RATIOS OF ADMINISTRATIONS.

	RATIOS PER 1,000 OF THE AVERAGE STRENGTH.											
	Burma.	Eastern Bengal and Assam.	Bengal.	United Provinces.	Punjab.	N.-W. F. Province.	Bombay.	Central Provinces.	Madras.	India.*	Andamans.	India.†
I.—AVERAGE ANNUAL STRENGTH	13,369	6,871	14,857	24,872	11,744	1,300	7,925	3,329	10,428	95,394	14,688	110,082
II.—CONSTANTLY SICK-RATE OF EACH MONTH—												
January	14·6	53·5	34·3	24·0	21·5	29·9	24·4	17·1	17·1	25·0	58·8	29·6
February	15·5	43·8	33·8	22·3	19·8	23·9	25·2	15·8	15·8	23·6	62·5	28·9
March	16·6	37·6	35·9	22·7	20·5	19·5	26·3	16·4	14·4	23·8	62·3	29·0
April	14·5	40·3	38·4	24·0	24·1	25·1	27·7	18·3	14·1	25·1	64·3	30·4
May	14·7	36·4	37·6	25·1	25·7	35·0	27·4	15·0	16·5	25·5	66·2	31·0
June	15·8	36·5	34·8	25·1	25·0	42·7	29·3	17·8	16·3	25·5	73·6	31·9
July	18·3	38·6	38·2	26·0	25·2	38·5	31·6	22·0	17·6	27·2	82·2	34·5
August	17·5	40·6	43·5	29·7	25·1	34·6	34·5	27·5	21·4	29·9	85·4	37·2
September	14·6	40·7	42·3	31·8	29·3	30·3	34·4	23·1	28·0	30·7	78·0	36·9
October	15·9	52·9	40·0	30·6	30·8	47·9	33·7	49·5	22·4	30·8	76·5	36·8
November	15·8	49·3	38·9	31·4	32·2	60·5	35·2	17·6	18·2	30·5	67·2	35·4
December	14·6	48·3	38·3	26·9	32·1	39·2	38·8	17·1	18·6	29·0	68·8	34·3
OF THE YEAR	15·7	43·3	38·0	26·6	26·0	35·5	30·7	18·9	18·4	27·2	70·5	33·0
INCLUDING SUBSIDIARY JAILS AND LOCK-UPS	...	40·1	36·4	...	26·1	35·3	28·0	18·4	18·6	26·6	...	32·2
III.—ADMISSION-RATE OF THE YEAR—												
Influenza	3·3	14·4	2·8	11·1	·4	29·2	·5	14·4	·9	5·9	26·2	8·6
Cholera	·5	2·0	1·4	·7	...	...	5·7	·3	7·9	2·0	...	1·7
Small-pox	·8	·1	1·0	1·0	·6	·8	·6	·9	1·2	·9	...	·7
Enteric Fever	·4	2·9	·2	·3	·3	...	·3	·3	5·8	1·1	...	·9
Intermittent Fever	49·7	234·8	330·7	225·0	291·8	809·2	139·3	196·8	60·2	207·2	1,450·0	373·0
Remittent Fever	·5	2·5	2·7	·7	·2	...	2·9	2·7	2·1	1·5	4·4	1·9
Simple Continued Fever	14·7	...	6·8	9·0	3·7	26·2	2·5	2·4	28·9	9·7	5·4	9·2
Tubercle of the lungs	8·5	9·5	15·1	7·6	7·3	7·7	5·0	3·9	9·7	8·8	6·9	8·6
Pneumonia	4·2	9·0	10·0	12·1	11·1	23·8	15·4	6·3	7·4	10·1	15·8	10·9
Other Respiratory Diseases	12·3	39·0	30·3	23·7	27·5	35·4	32·9	13·2	23·8	25·2	53·0	28·9
Dysentery	18·2	242·2	187·6	37·1	33·8	78·5	54·8	42·7	78·0	78·9	94·0	80·9
Diarrhœa	9·9	73·5	84·9	21·5	50·1	51·5	60·2	33·9	3·3	39·1	36·5	38·8
Spleen Diseases	...	...	·4	·5	·2	1·5	2·1	·3	...	·4	...	·4
Scurvy	·1	1·0	·7	·0	·3	3·1	3·5	·1	·4	·6	·9	·7
Anæmia and Debility	2·5	39·3	10·4	10·0	22·1	25·4	11·5	14·1	5·0	12·5	...	10·8
Abscess, Ulcer and Boil	38·4	41·0	69·1	79·6	108·9	176·9	89·0	70·9	22·8	68·9	98·6	72·8
ALL CAUSES	279·5	911·8	1,008·8	603·0	736·6	1,464·6	689·3	598·1	416·5	658·3	2,040·8	842·7
INCLUDING SUBSIDIARY JAILS AND LOCK-UPS	...	876·2	990·7	...	737·0	1,504·1	672·2	594·6	517·9	665·1	..	839·9
IV.—DEATH-RATE OF THE YEAR—												
Cholera	·22	1·89	1·01	·44	...	...	2·27	...	4·32	1·10	...	·95
Small-pox	·15	...	·20	·12	...	...	...	...	·10	·09	...	·08
Enteric Fever	·15	·73	·13	·04	·09	...	...	...	·67	·19	...	·16
Intermittent Fever	·45	2·77	·81	·88	·34	1·54	·50	·30	·19	·75	·95	·78
Remittent Fever	·07	·15	·47	·04	...	...	·88	·60	·10	·21	2·52	·52
Simple Continued Fever	...	...	...	...	...	...	...	..	...	...	...	...
Tubercle of the lungs	4·19	3·06	4·31	2·85	3·83	·77	1·89	1·80	2·49	3·21	5·58	3·52
Pneumonia	1·20	3·20	2·96	2·77	2·64	3·85	3·66	1·20	1·63	2·55	5·38	2·93
Other Respiratory Diseases.	·52	1·16	·74	·84	·17	1·54	1·14	·30	·58	·71	1·23	·78
Dysentery	1·50	7·71	5·72	1·89	2·64	4·62	2·02	2·10	4·32	3·25	4·90	3·47
Diarrhœa	·45	·58	·88	·76	1·36	·77	·76	·30	·10	·73	·34	·68
Hepatic Abscess	·15	...	...	...	...	...	·25	...	...	·04	·07	·05
Anæmia and Debility	·07	·87	·67	·24	·85	1·54	·88	·60	·58	·55	...	·47
Phagedæna, Slough, and Gangrene	...	...	...	·08	·09	...	...	...	...	·03	...	·03
ALL CAUSES	14·81	29·69	23·36	16·56	15·75	25·38	20·69	13·82	21·77	19·27	27·30	20·34
INCLUDING SUBSIDIARY JAILS AND LOCK-UPS	...	47·95	23·71	...	15·85	24·79	21·80	13·66	20·81	19·37	...	20·37
V.—PERCENTAGE IN 100 ADMISSIONS—												
Influenza	1·18	1·58	·27	1·83	·06	2·00	·07	2·41	·21	·90	1·28	1·02
Cholera	·19	·22	·14	·11	...	...	·82	·05	1·89	·30	...	·20
Small-pox	·29	·02	·10	·17	·08	·05	·09	·15	·30	·13	...	·09
Enteric Fever	·13	·32	·02	·05	·03	...	·04	·05	1·40	·16	...	·11
Intermittent Fever	17·77	25·75	32·78	37·32	39·61	55·25	20·21	32·90	14·46	31·48	71·05	44·26
Remittent Fever	·19	·27	·27	·12	·02	...	·42	·45	·51	·22	·22	·22
Simple Continued Fever	5·27	...	·67	1·50	·51	1·79	·37	·40	6·93	1·48	·27	1·09
Tubercle of the lungs	3·05	1·04	1·50	1·25	·99	·53	·73	·65	2·33	1·34	·34	1·02
Pneumonia	1·50	·99	·99	2·01	1·50	1·63	2·23	1·05	1·77	1·53	·77	1·29
Other Respiratory Diseases	4·39	4·28	3·00	3·93	3·73	2·42	4·78	2·21	5·71	3·82	2·60	3·43
Dysentery	6·50	26·56	18·59	6·15	4·59	5·36	7·94	7·13	18·72	11·98	4·61	9·60
Diarrhœa	3·56	8·06	8·41	3·57	6·80	3·52	8·73	5·68	·78	5·95	1·79	4·60
Spleen Diseases	...	...	·04	·09	·02	11	·31	·05	...	·07	...	·04
Scurvy	·03	·11	·07	·01	·03	·21	·51	...	·09	·09	·04	·08
Anæmia and Debility	·91	4·31	1·03	1·63	2·09	1·73	1·67	2·36	1·20	1·90	...	1·29
Abscess, Ulcer, and Boil	13·76	4·50	6·85	13·20	14·78	12·08	12·90	11·85	5·48	10·45	4·83	8·63
VI.—PERCENTAGE IN 100 DEATHS—												
Cholera	1·5	6·4	4·3	2·7	...	...	11·0	...	19·8	5·7	...	4·7
Small-pox	1·0	...	·9	·7	...	...	...	...	·4	·5	...	·4
Enteric Fever	1·0	2·5	·6	·2	·5	...	...	...	3·1	1·0	...	·8
Intermittent Fever	3·0	9·3	3·5	5·3	2·2	6·1	2·4	2·2	·9	3·9	3·5	3·8
Remittent Fever	·5	·5	2·0	·2	..	...	4·3	4·3	·4	1·1	9·2	2·5
Simple Continued Fever	...	...	...	...	...	...	...	...	...	...	...	...
Tubercle of the lungs	28·3	10·3	18·4	17·2	24·3	3·0	9·1	13·0	11·5	16·7	20·4	17·3
Pneumonia	8·1	10·8	12·7	16·7	16·8	15·2	17·7	8·7	7·5	13·2	19·7	14·4
Other Respiratory Diseases	3·5	3·9	3·2	5·1	1·1	6·1	5·5	2·2	2·6	3·7	4·5	3·8
Dysentery	10·1	26·0	24·5	11·4	16·8	18·2	9·8	15·2	19·8	16·9	18·0	17·1
Diarrhœa	3·0	2·0	3·7	4·6	8·6	3·0	3·7	2·2	·4	3·8	1·2	3·3
Hepatic Abscess	1·0	...	...	...	...	...	1·2	..	...	·2	·2	·2
Anæmia and Debility	·5	2·9	2·9	1·5	5·4	6·1	4·3	4·3	2·6	2·8	...	2·3
Phagedæna, Slough, and Gangrene	...	...	...	·5	·5	...	...	...	...	·2	...	·1

* Including Ajmer, Secunderabad, Quetta, Mercara and excluding Andamans.

† Including Ajmer, Secunderabad, Quetta, Mercara and Andamans.

Prisoners.

Table XVI.—Ratios of Geographical Groups.

	Ratios per 1,000 of the average strength.												
	I Burma Coast and Bay Islands.	II Burma Inland.	III Assam.	IV Bengal and Orissa.	V Gangetic Plain and Chutia Nagpur.	VI Upper Sub-Himalaya.	VII N.-W. Frontier, Indus Valley, and N.-W. Rajputana.	VIII S.-E. Rajputana, Central India, and Gujarat.	IX Deccan.	X Western Coast.	XI Southern India.	XII Hills.	India.*
I.—Average Annual Strength	9,576	3,793	1,430	12,457	23,376	12,351	8,447	4,595	6,840	2,452	9,429	572	95,394
II.—Constantly sick-rate of each month—													
January	13·6	17·0	45·2	47·4	23·8	23·5	23·5	27·1	23·1	18·8	17·3	24·0	25·0
February	13·6	20·4	40·8	44·3	21·9	20·2	22·0	26·8	23·6	18·5	16·0	24·6	23·6
March	12·4	27·0	40·0	41·2	23·2	21·0	21·7	27·3	25·1	17·1	14·6	28·5	23·8
April	11·7	21·3	37·4	42·3	26·6	24·7	23·9	25·4	27·4	17·7	13·9	20·4	25·1
May	12·1	21·2	37·1	40·9	26·5	25·2	26·4	26·1	26·7	20·2	15·5	35·4	25·5
June	15·2	17·1	39·9	37·7	25·6	24·7	25·8	31·1	29·2	23·3	15·6	37·5	25·5
July	16·9	22·1	43·7	39·8	27·7	24·6	27·4	29·5	32·8	26·6	17·1	38·0	27·2
August	16·6	20·0	42·5	45·3	30·1	28·6	24·2	30·5	37·3	25·9	21·5	39·9	29·9
September	14·7	14·4	39·5	45·6	29·5	37·7	25·5	37·4	33·4	29·0	26·9	28·4	30·7
October	16·3	14·7	44·9	49·4	28·3	38·7	28·8	38·0	30·4	18·9	22·7	31·9	30·8
November	15·7	15·9	34·2	48·4	28·1	41·1	31·5	36·6	29·4	20·3	19·2	29·0	30·5
December	15·2	13·1	27·2	47·1	26·0	36·1	31·7	33·9	31·3	21·3	19·8	27·5	29·0
Of the year	14·6	18·6	39·3	44·1	26·5	28·8	26·0	31·6	29·1	21·6	18·4	30·8	27·2
III.—Admission-rate of the year—													
Influenza	4·6	...	·7	9·8	3·0	13·5	5·0	13·5	7·2	...	1·0	...	5·9
Cholera	·6	·3	4·9	1·6	1·1	...	...	...	1·5	14·7	7·3	22·7	2·0
Small-pox	1·0	·3	...	·6	·7	1·0	·8	2·0	·4	·8	1·3	3·5	·9
Enteric Fever	·4	·3	...	1·3	·3	·3	·1	·2	·4	15·9	2·3	8·7	1·1
Intermittent Fever	42·0	69·1	260·1	273·6	231·1	358·9	277·0	194·6	189·2	109·3	57·6	237·8	207·2
Remittent Fever	·6	·3	7·0	3·0	·4	·7	·6	·2	1·8	7·7	2·1	17·5	1·5
Simple Continued Fever	18·2	6·1	...	1·0	11·2	7·2	4·0	...	1·8	11·4	30·5	12·2	9·7
Tubercle of the lungs	9·2	6·9	4·2	16·0	7·9	10·0	7·6	4·8	3·5	3·3	10·2	5·2	8·8
Pneumonia	3·7	5·5	7·7	9·6	9·6	12·4	18·1	18·9	5·8	12·2	7·4	31·5	10·1
Other Respiratory Diseases	10·2	17·4	22·4	33·9	24·5	30·4	31·8	23·1	19·7	34·3	23·4	33·2	25·2
Dysentery	10·7	37·2	160·1	223·8	85·5	36·4	37·5	23·7	59·9	88·9	76·0	80·4	78·9
Diarrhœa	3·8	25·6	51·7	84·1	38·9	43·6	39·5	21·8	70·2	24·1	2·3	61·2	39·1
Spleen Diseases	...	...	...	·3	·1	·3	2·0	2·0	·7	...	...	...	·4
Scurvy	...	·3	1·4	·6	·3	·2	3·0	·2	1·0	·4	·4	...	·6
Anæmia and Debility	1·5	5·3	30·1	23·4	9·0	20·2	16·3	12·2	13·2	7·3	5·4	15·7	12·5
Abscess, Ulcer, and Boil	33·7	50·4	53·8	54·2	79·1	100·1	88·3	81·2	111·0	23·2	23·4	87·4	68·9
All Causes	247·6	359·9	757·3	986·5	680·0	818·2	689·9	613·7	779·7	499·6	418·7	891·6	658·3
IV.—Death-rate of the year—													
Cholera	·31	...	4·90	1·28	·68	...	...	...	·44	6·12	3·61	19·23	1·10
Small-pox	·21	...	...	·08	·17	·08	...	...	...	...	·11	...	·09
Enteric Fever	·10	·26	...	·32	·04	·08	...	·22	...	1·22	·42	3·50	·19
Intermittent Fever	·10	1·32	4·20	1·44	·98	·57	·36	·65	·58	·82	...	...	·75
Remittent Fever	·10	...	...	·40	·09	·08	·47	...	·44	1·63	...	...	·21
Simple Continued Fever	...	...	...	...	...	...	...	...	...	...	...	...	...
Tubercle of the lungs	4·59	3·16	1·40	4·90	2·87	3·40	3·43	2·39	1·17	1·63	2·55	3·50	3·21
Pneumonia	1·46	·53	2·10	3·21	2·05	3·56	4·38	4·35	·73	3·26	1·48	13·99	2·55
Other Respiratory Diseases	·52	·53	·70	·88	·98	·32	·59	·87	·58	1·63	·53	...	·71
Dysentery	·73	3·43	16·08	5·94	2·99	2·51	2·13	1·52	1·75	4·49	4·14	8·74	3·25
Diarrhœa	·21	1·05	·70	·72	·90	1·38	·47	...	·73	1·22	·11	5·24	·73
Hepatic Abscess	·21	...	...	...	...	...	...	...	·29	...	...	...	·04
Anæmia and Debility	·10	...	3·50	·48	·43	·32	1·42	·22	·58	·41	·64	3·50	·55
Phagedæna, Slough, and Gangrene	...	...	...	...	·09	...	·12	...	...	...	...	...	·03
All Causes	13·47	18·19	39·16	26·09	17·71	16·19	20·84	18·50	13·16	25·29	20·68	64·69	19·27
V.—Percentage in 100 admissions—													
Influenza	1·86	...	·09	·99	·43	1·65	·72	2·20	·92	...	·23	...	·90
Cholera	·25	·07	·65	·16	·16	...	...	...	·19	2·94	1·75	2·55	·30
Small-pox	·42	·07	...	·06	·11	·12	·12	·32	·06	·16	·30	·39	·13
Enteric Fever	·17	·07	...	·13	·04	·04	·02	·04	·06	3·18	·56	·98	·16
Intermittent Fever	16·95	19·19	34·35	27·73	33·99	43·87	40·15	31·70	24·26	21·88	13·75	26·67	31·48
Remittent Fever	·25	·07	·92	·30	·06	·09	·09	·04	·23	1·55	·51	1·96	·22
Simple Continued Fever	7·31	1·68	...	·11	1·64	·88	·58	...	·23	2·29	7·29	1·37	1·48
Tubercle of the lungs	3·71	1·90	·55	1·62	1·16	1·23	1·10	·78	·45	·65	2·43	·59	1·34
Pneumonia	1·48	1·54	1·02	·98	1·42	1·51	2·63	3·09	·75	2·45	1·77	3·53	1·53
Other Respiratory Diseases	4·13	4·84	2·95	3·43	3·60	3·72	4·62	3·76	2·53	6·86	5·60	3·73	3·82
Dysentery	4·30	10·33	21·14	22·69	12·57	4·44	5·44	3·87	7·69	17·80	18·16	9·02	11·98
Diarrhœa	1·52	7·11	6·83	8·53	5·73	5·32	5·73	3·55	9·00	4·82	·56	6·86	5·95
Spleen Diseases	...	...	...	·03	·01	·04	·29	·32	·09	...	...	...	·07
Scurvy	...	·07	·18	·07	·05	·02	·43	·04	·13	·08	·10	...	·09
Anæmia and Debility	·59	1·47	3·97	2·38	1·33	2·47	2·37	1·99	1·69	1·47	1·29	1·76	1·90
Abscess, Ulcer, and Boil	13·62	13·99	7·11	5·49	11·64	12·23	12·80	13·23	14·23	4·65	5·60	9·80	10·45
VI.—Percentage in 100 deaths—													
Cholera	2·3	...	12·5	4·9	3·9	...	...	...	3·3	24·2	17·4	29·7	5·7
Small-pox	1·6	...	...	·3	1·0	·5	...	...	...	...	·5	...	·5
Enteric Fever	·8	1·4	...	1·2	·2	·5	...	1·2	...	4·8	2·1	5·4	1·0
Intermittent Fever	·8	7·2	10·7	5·5	5·6	3·5	1·7	3·5	4·4	3·2	...	...	3·9
Remittent Fever	·8	...	...	1·5	·5	·5	2·3	...	3·3	6·5	...	...	1·1
Simple Continued Fever	...	...	...	...	...	...	...	...	...	...	...	...	...
Tubercle of the lungs	34·1	17·4	3·6	18·8	16·2	21·0	16·5	12·9	8·9	6·5	12·3	5·4	16·7
Pneumonia	10·9	2·9	5·4	12·3	11·6	22·0	21·0	23·5	5·6	12·9	7·2	21·6	13·2
Other Respiratory Diseases	3·9	2·9	1·8	3·4	5·6	2·0	2·8	4·7	4·4	6·5	2·6	...	3·7
Dysentery	5·4	18·8	41·1	22·8	16·9	15·5	10·2	8·2	13·3	17·7	20·0	13·5	16·9
Diarrhœa	1·6	5·8	1·8	2·8	5·1	8·5	2·3	...	5·6	4·8	·5	8·1	3·8
Hepatic Abscess	1·6	...	...	...	...	...	...	...	2·2	...	...	...	·2
Anæmia and Debility	·8	...	8·9	1·8	2·4	2·0	6·8	1·2	4·4	1·6	3·1	5·4	2·8
Phagedæna, Slough, and Gangrene	...	...	...	...	·5	...	·6	...	...	...	...	...	·2

* Including Aden and excluding Andamans.

General Population.

Table XVII.—Provincial Birth and Death Statistics.

Province.	Year.	Births.			Number of deaths.			Ratio of deaths per 1,000 of population.			Highest death-rate.		Lowest death-rate.		Mean death-rate during previous five years.			Number of deaths of males to every 100 deaths of females.
		Total number.	Ratio per 1,000 of population.	Mean ratio per 1,000 of population during previous five years.	In municipalities and towns.	In districts excluding towns.	Total.	In municipalities and towns.	In districts excluding towns.	Total.	In municipalities and towns.	In districts excluding towns.	In municipalities and towns.	In districts excluding towns.	In municipalities and towns.	In districts excluding towns.	Total.	
Bengal ...	1905	1,973,301	39·55	38·91	128,412	1,793,957	1,922,369	40·01	38·42	38·53	92·26	59·63	7·41	22·07	38·62	33·06	33·42	106
	1906	1,885,725	37·32	39·59	113,152	1,710,091	1,823,243	35·08	36·15	36·08	74·13	48·41	7·97	23·59	38·08	33·88	34·15	108
Eastern Bengal and Assam.	1905	1,173,879	39·37	39·53	16,798	1,028,507	1,045,305	26·42	35·25	35·06	55·21	46·61	4·77	19·90	26·06	31·64	31·52	108
	1906	1,114,526	37·38	39·63	15,353	928,982	944,335	24·15	31·83	31·67	85·79	49·19	5·73	23·24	25·33	31·80	31·66	110
United Provinces of Agra and Oudh.	1905	1,967,009	41·24	44·07	180,482	1,917,818	2,098,300	53·64	43·26	44·00	105·71	91·24	23·64	25·38	47·13	52·78	53·80	100·11
	1906	1,918,425	40·22	44·25	165,052	1,698,284	1,863,336	49·15	38·31	39·07	111·95	81·01	24·78	24·25	49·14	35·37	36·36	104·76
Punjab	1905	893,360	44·4	40·5	99,151	856,957	956,108	49·13	47·57	47·55	306·36	80·10	7·10	21·31	47·63	44·58	44·88	99·1
	1906	878,006	43·7	41·6	90,182	652,724	742,906	44·73	36·08	36·94	89·23	49·87	9·16	20·05	46·65	45·01	45·17	101·9
North-West Frontier Province.	1905	70,369	35·4	32·3	5,062	48,265	53,327	30·82	26·42	26·79	44·25	28·12	16·77	23·75	28·01	25·22	25·5	110·1
	1906	76,834	38·6	33·2	6,118	61,031	67,149	36·28	33·50	33·73	52·21	45·77	16·79	31·41	28·63	25·39	25·57	101·6
Central Provinces and Berar.	1905	642,199	54·02	41·78	50,627	391,756	442,383	41·87	36·69	37·21	127·05	52·17	17·07	28·43	47·43	35·52	36·73	109·85
	1906	614,616	51·72	45·83	61,507	455,106	516,613	50·01	42·71	43·47	226·59	65·01	19·04	3 0·09	41·71	30·08	31·33	107·89
Madras Presidency.	1905	1,176,256	32·0	29·4	125,944	660,179	786,123	29·6	20·3	21·4	92·2	30·6	5·6	15·4	29·8	21·1	21·9	104·3
	1906	1,125,978	30·9	29·4	142,109	856,282	998,391	33·4	26·6	27·4	77·5	33·9	6·1	20·9	29·2	20·6	21·5	103·5
Coorg ...	1905	4,572	25·31	23·28	490	4,249	4,739	32·13	25 7·0	26·24	45·99	31·52	15·74	21·70	40·12	29·9	31·30	119·20
	1906	4,713	26·10	23·31	558	4,727	5,285	36·59	28·59	29·26	49·73	34·06	21·20	22 69	41·97	28·42	29·57	119·29
Bombay Presidency.	1905	611,173	33·07	30·51	115,007	473,387	588,394	47·59	29·47	31·84	65 24	40·73	8·38	14·22	67·10	43·25	45·31	108 39
	1906	625,486	33·84	31·75	129,893	518,126	648,019	53·76	32·25	35·06	103·56	42·74	8·75	19·88	56·15	36·03	38·66	107·70
Lower Burma	1905	191,226	34·34	33·46	27,061	111,789	138,850	38·21	23 00	24·93	54·53	27·64	16·52	14·26	30·94	22·08	23·17	129
	1906	180,025	32·33	32·60	30,247	120,946	151,193	43·59	24·89	27·15	65·04	40·76	17·22	15·37	32·14	21·53	22·83	127
Upper Burma	1905	10,351*	34·91*	37·03*	10,843	54,698	65,541	36·56	20·87	22·46	62·55	30·36	24·08	15 41	33·25	17·95	19·63	99
	1906	10,355†	34·17†	36·64†	15,279	61,214	76,493	50·42	23·41	26·22	57·12	35·44	22·35	17·27	34·00	18·20	19 84	100
Ajmer-Merwara.	1905	17,802	37·32	26·38	6,603	9,729	16,332	50·94	28·01	34 25	105·20	41·10	26·40	18·28	61·74	48·02	51·75	107·18
	1906	13,789	28·91	30·51	5,731	9,636	15,367	44·21	27·75	32·22	70·94	45·24	31·65	0·50	41·76	27·41	31·31	105·14

* Statistics for 12 towns.
† Statistics for 13 towns.

Table XVIII.—Births.

Province.	Population under registration.	Ratio of Births per 1,000 of population.			Number of males born to every 100 females born.	Excess of births over deaths per 1,000 of population.	Excess of deaths over births per 1,000 of population.
		Maximum for any one district.	Minimum for any one district.	Mean for the province.			
Bengal	50,528,044	55·06	17·79	37·32	105	1·24	...
Eastern Bengal and Assam	29,812,735	45·94	32·55	37·38	107	5·71	...
United Provinces of Agra and Oudh	47,691,782*	54·42	27·74	40·22	108·72	1·15	...
Punjab	20,108,690	67·3	20·0	43·7	109·7	6·8	...
North-West Frontier Province	1,990,744	46·1	36·2	38·6	118·8	4·90	...
Central Provinces and Berar	11,884,340	62·78	44·91	51·72	104·52	8·25	...
Madras Presidency	36,484,486	37·6	20·4	30·9	104·4	3·50	...
Coorg	180,607	39·97	20·37	26·10	97·28	...	3·17
Bombay Presidency	18,481,362	52·47	16·63	33·84	107·60	...	1·22
Burma ... { Lower	5,568,479	43 45	17·16	32·33	107	5·00	...
Burma ... { Upper†	303,014	39·22	28·58	34·17	108	...	16
Ajmer-Merwara	476,912	33·65	27·50	28·91	113·65	...	3·31

* Includes 16,010 persons enumerated at the Ajodhya Fair.
† Statistics for 13 towns.

General Population.

Table XIX—Deaths.

Province.	Population under registration.	Area in square miles.	Average population per square mile.	Ratio of deaths per 1,000 of population.			Death rate by sex.	
				Maximum for any one district.	Minimum for any one district.	Mean for the year.	Male.	Female.
Bengal	50,528,044	110,442	457	47·51	23·55	36·08	37·91	34·28
Eastern Bengal and Assam ...	29,812,735	71,555	416	48·88	23·22	31·67	32·59	30·71
United Provinces of Agra and Oudh.	47,691,782*	107,164	445	80·75	26·63	39·07	38·72	39·44
Punjab	20,108,690	97,209	207	49·7	24·2	36·9	34·7	39·5
North-West Frontier Province. ...	1,990,744	13,688	149	44·2	31·9	33·7	31·7	36·0
Central Provinces and Berar ...	11,884,340	97,841	121	64·38	30·00	43·47	55·58	41·41
Madras Presidency ...	36,484,486	129,241	282	46·9	22·0	27·4	28·2	26·5
Coorg	180,607	1,583	114	33·36	23·69	29·26	28·68	29·99
Bombay Presidency ...	18,481,362	122,984	150	68·98	21·39	35·06	35·26	34·85
Burma ... Lower ...	5,568,479	76,992	72	47·57	17·43	27·15	28·63	25·45
Burma ... Upper ...	2,917,501	29,411	99	43·59	18·35	26·22	27·68	24·91
Ajmer-Merwara ...	476,912	2,711	176	33·74	27·11	32·22	31·38	33·16

* Includes 16,010 persons enumerated at the Ajodhya Fair.

Table XX.—Deaths in Towns and Rural Circles compared.

Province.	Number of registration Circles.			Population.			Ratio of deaths per 1,000 of population.		
	Rural.	Town.	Total.	Rural.	Town.	Total.	Rural.	Town.	Total.
Bengal	400	129	529	47,298,478	3,229,566	50,528,044	36·15	35·03	36·08
Eastern Bengal and Assam....	242	54	296	29,177,017	635,718	29,812,735	31·83	24·15	31·67
United Provinces of Agra and Oudh.	857	447	1,304	44,333,434	3,358,348	47,691,782*	38·31	49·15	39·07
Punjab	405	144	549	18,092,723	2,015,967	20,108,690	36·08	44·73	36·94
North-West Frontier Province.	64	11	75	1,822,091	168,653	1,990,744	33·50	36·28	33·73
Central Provinces and Berar...	245	104	349	10,654,609	1,229,731	11,884,340	42·71	50·01	43·47
Madras Presidency ...	185	232	417	32,234,437	4,250,049	36,484,486	26·6	33·4	27·4
Coorg	5	5	10	165,358	15,249	180,607	28·59	36·59	29·26
Bombay Presidency ...	224	56	280	16,065,004	2,416,358	18,481,362	32·25	53·76	35·06
Burma Lower ...	252	39	291	4,858,273	710,206	5,568,479	24·89	42·59	27·15
Burma Upper ...	132	13	145	2,614,487	303,014	2,917,501	23·41	50·42	26·22
Ajmer-Merwara ...	17	6	23	347,280	129,632	476,912	27·75	44·21	32·22

* Includes 16,010 persons enumerated at the Ajodhya Fair.

Table XXI.—Deaths according to Age.

Province.	Ratio per 1,000 of population.																	
	Under one year.		1-5 years.		5-10 years.		10-15 years.		15-20 years.		20-30 years.		30-40 years.		40-50 years.		50-60 years.		60 years and upwards.	
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
Bengal* ...	298·29	256·77	58·12	51·25	21·62	18·38	15·79	13·86	18·41	17·50	21·77	20·44	25·04	21·78	30·96	24·88	46·45	41·92	92·11	74·89
Eastern Bengal and Assam.	246·18	206·85	45·68	38·76	17·16	13·34	12·23	11·40	17·34	21·38	18·69	22·65	21·82	23·12	27·06	24·48	41·03	36·86	77·19	62·19
United Provinces of Agra and Oudh.	333·57	320·45	78·16	78·40	19·51	18·10	12·04	12·47	14·57	18·76	18·13	20·46	20·71	20·91	28·08	25·84	45·38	41·47	83·44	70·98
Punjab ...	310·30	318·62	70·23	76·94	14·44	17·20	11·72	16·87	13·16	17·38	14·07	18·32	16·26	19·44	22·16	22·83	31·58	32·19	74·89	80·05
North-West Frontier Province.	251·21	216·20	67·02	72·82	15·95	18·54	8·81	12·12	7·38	11·82	9·51	15·29	13·06	19·08	20·21	23·94	33·34	36·08	69·77	75·79
Central Provinces and Berar.	Not available																			
Madras Presidency	211·1	177·1	38·8	36·7	13·0	12·3	9·3	9·0	12·8	16·4	14·5	14·8	15·5	14·1	21·6	17·0	34·4	28·8	82·7	77·6
Coorg ...	207·82	197·30	46·41	40·70	9·34	10·00	8·67	7·80	11·50	12·40	17·31	22·03	24·32	27·20	39·71	35·88	51·61	43·37	86·53	71·67
Bombay Presidency.	352·91	319·39	63·53	62·10	15·44	15·54	11·95	13·26	17·73	19·97	19·72	21·37	22·54	21·51	29·16	23·14	44·63	36·14	94·50	85·98
Burma Lower ...	342·05	247·02	34·25	30·62	16·75	15·06	11·13	10·05	15·37	12·57	16·00	13·83	18·49	17·71	22·32	19·87	28·93	23·98	65·49	63·32
Burma Upper ...	273·36	192·79	28·84	26·57	12·26	11·48	9·19	8·30	13·18	10·68	13·44	13·52	16·21	16·67	19·84	16·09	29·38	22·98	71·93	66·89
Ajmer-Merwara ...	713·32	726·50	135·82	145·70	10·13	10·00	5·26	7·20	7·51	12·91	11·01	14·73	14·57	15·39	21·20	16·68	37·56	33·88	86·24	65·90

* Excluding Sambalpur district for which the population figures are not available.

General Population.

Table XXII.—Deaths according to Cause.

Province.	Deaths per 1,000 of population in 1906.									Ratio of deaths in 1905.	Ratio of deaths in 1904.
	Cholera.	Small-pox.	Plague.	Fevers.	Dysentery and Diarrhœa.	Respiratory diseases.	Injuries.	All other causes.	All causes.		
Bengal	3·81	·43	1·17	22·41	·96	·25	·52	6·48	36·08	38·53	31·95
Eastern Bengal and Assam ...	3·63	·23	·002	21·65	·90	·07	·39	4·77	31·67	35·06	25·85*
United Provinces of Agra and Oudh	3·14	·28	1·46	27·62	·55	·42	·54	5·05	39·07	44·00	34·70
Punjab	0·21	0·66	4·56	20·28	0·87	2·84	0·33	7·18	36·94	47·55	49·06
North-West Frontier Province ...	...	0·37	0·02	26·14	0·29	0·69	0·37	5·65	33·73	26·79	28·56
Central Provinces and Berar ...	3·26	·83	1·53	18·95	3·58	1·40	·53	13·39	43·47	37·21	32·06
Madras Presidency	3·9	0·8	0·02	8·4	1·7	0·7	0·3	11·6	27·4	21·4	22·50
Coorg	·06	1·30	...	23·62	·78	·24	·13	3·14	29·26	26·24	26·62
Bombay Presidency	2·50	·22	2·79	14·86	3·34	3·28	·37	7·71	35·06	31·84	41·39
Burma ... { Lower	·99	1·42	·94	9·77	1·65	·72	·30	11·36	27·15	24·93	22·36
Burma ... { Upper	·80	·22	1·17	7·34	·68	·87	·44	14·69	26·22	22·46	18·69
Ajmer-Merwara	·60	·57	·14	25·77	1·18	·67	·34	2·95	32·22	34·25	27·57

* Excluding statistics for Eastern Bengal.

Table XXIII.—Total number of Deaths by Months.

Province.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	Ratio per 1,000 of population.	
														1906.	1905.
Bengal ...	167,506	127,983	152,429	172,096	151,196	120,160	138,895	137,708	143,037	175,430	166,190	170,613	1,823,243	36·08	38·53
Eastern Bengal and Assam.	115,352	71,073	70,820	81,140	77,778	60,309	65,113	50,560	60,195	84,240	90,035	117,720	944,335	31·67	35·06
U. P. of Agra and Oudh.	131,895	111,559	120,535	148,729	175,852	159,271	115,274	134,525	180,391	207,531	201,365	176,409	1,863,336	39·07	44·00
Punjab ...	53,767	41,825	47,698	6,262	87,576	51,094	42,415	43,191	51,502	76,548	93,501	84,527	742,906	36·94	47·55
N. W. F. Province	4,992	3,908	4,431	3,756	4,357	4,795	3,941	3,784	5,187	6,181	10,264	11,553	67,149	33·73	26·79
C. P. and Berar...	32,895	33,349	33,035	36,533	44,506	43,522	32,569	6,114	65,724	49,170	44,289	39,877	516,613	43·47	37·21
Madras Presidency.	68,582	55,762	58,289	6,226	66,261	77,626	107,120	126,348	108,603	95,166	85,169	93,239	998,391	27·4	21·4
Coorg ...	448	315	425	491	432	509	607	451	429	411	337	430	5,285	29·26	26·24
Bombay Presidency.	46,932	42,597	52,614	64,291	61,213	46,097	54,309	56,388	53,518	54,494	58,109	57,457	648,019	35·06	31·84
Burma { Lower ...	11,597	10,406	10,888	11,395	10,846	11,747	16,418	16,564	14,078	12,854	11,790	12,610	151,193	27·15	24·93
Burma { Upper ...	6,286	5,328	5,966	5,297	4,360	4,647	7,544	8,338	6,532	6,500	7,004	8,691	76,493	26·22	22·46
Ajmer-Merwara...	1,015	939	874	905	1,373	1,063	913	1,605	1,526	1,383	1,827	1,944	15,367	32·22	34·25
Total ...	641,267	505,044	558,004	650,121	685,750	580,840	585,118	640,606	690,722	769,908	769,880	775,070	7,852,330	34·73	35·96

Table XXIV.—Ratio of Deaths from All Causes according to Months.

Province.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Bengal	3·31	2·53	3·01	3·40	2·99	2·37	2·74	2·72	2·83	3·47	3·28	3·37	36·08
Eastern Bengal and Assam ...	3·86	2·38	2·37	2·72	2·60	2·02	2·18	1·69	2·01	2·82	3·02	3·94	31·67
United Provinces of Agra and Oudh	2·76	2·34	2·53	3·12	3·69	3·34	2·42	2·82	3·78	4·35	4·22	3·70	39·07
Punjab	2·67	2·08	2·37	3·44	4·36	2·54	2·11	2·15	2·56	3·81	4·65	4·20	36·94
North-West Frontier Province ...	2·51	1·96	2·23	1·89	2·19	2·41	1·98	1·90	2·61	3·11	5·16	5·80	33·73
Central Provinces and Berar ...	2·77	2·81	2·78	3·07	3·74	3·66	2·74	5·14	5·53	4·14	3·73	3·36	43·47
Madras Presidency	1·9	1·5	1·6	1·5	1·8	2·1	2·9	3·5	3·0	2·6	2·4	2·6	27·4
Coorg	2·48	1·74	2·35	2·72	2·39	2·82	3·36	2·50	2·38	2·28	1·87	2·38	29·26
Bombay Presidency	2·54	2·30	2·85	3·48	3·31	2·49	2·94	3·05	2·90	2·95	3·14	3·11	35·06
Burma ... { Lower	2·08	1·87	1·96	2·05	1·95	2·11	2·95	2·97	2·53	2·31	2·12	2·26	27·15
Burma ... { Upper	2·15	1·83	2·04	1·82	1·49	1·59	2·59	2·86	2·24	2·23	2·40	2·98	26·22
Ajmer-Merwara	2·13	1·97	1·83	1·90	2·88	2·23	1·91	3·37	3·20	2·90	3·83	4·08	32·22

General Population.

Table XXV.—Deaths from Cholera in the different provinces in India from 1886 to 1906.

Year.	Bengal.*	Assam.	United Provinces of Agra and Oudh.	Punjab.	(a) N.-W. Frontier Province.	Central Provinces. ¶	Berar.	Madras.	Coorg.	Bombay.	Lower Burma.	Upper Burma.†	Ajmer-Merwara.	Rajputana.	Central India.	Hyderabad (Cantonment stations).	Mysore.
1886 ...	118,368	20,188	34,565	12	...	16,679	976	12,417	...	167	4,027	...	765	173	290	499	10
1887 ...	172,578	7,941	200,628	8,804	...	12,576	14,396	28,359	3	25,711	2,649	...	384	2,612	8,868	2,831	832
1888 ...	111,391	9,693	18,704	14,938	...	921	305	58,677	...	36,500	15,982	...	13	32	191	2,057	1,015
1889 ...	171,103	18,288	48,494	2,838	...	52,588	10,925	76,020	9	32,431	3,240	...	55	6,923	3,344	1,128	1,590
1890 ...	145,885	15,396	80,295	3,401	...	4,787	847	35,288	5	3,259	1,076	...	408	2,740	3,132	...	1,326
1891 ...	229,575	23,882	169,013	10,107	...	21,312	7,958	98,773	7	17,850	2,400	...	532	2,946	13,474	3,102	1,204
1892 ...	259,398	21,552	194,886	75,959	...	39,972	2,030	79,033	58	42,900	6,208	...	2,352	26,760	8,384	53	5,497
1893 ...	126,976	21,849	12,154	639	...	557	1,188	32,209	9	18,853	2,393	...	3	314	127	165	680
1894 ...	236,150	13,497	178,079	113	...	7,043	3,452	42,289	8	33,588	7,428	...	....	2	5,210	1,862	328
1895 ..	177,087	18,962	51,562	549	...	15,506	11,919	21,172	...	8,890	5,150	...	289	1,049	6,043	467	2,334
1896 ...	226,824	17,042	69,147	5,146	...	52,985	12,264	47,847	49	35,404	2,959	...	12	3,797	15,766	525	2,100
1897 ...	196,247	33,240	44,208	622	...	57,131	10,122	143,445	106	57,109	8,538	...	19	1,496	13,202	1,039	4,248
1898 ...	65,020	11,149	2,508	331	...	7	...	65,444	8	4,368	2,972	...	1	6	2	6	1,193
1899 ...	107,678	8,380	8,142	1,816	...	76‖	541	29,082	...	8,579	4,942	2,050	1	498	...	...	123
1900 ...	345,878	23,761	84,960	28,260	...	63,114	18,375	60,662	...	163,889	3,440	41	4,842	28,719	20,450	3,813	779
1901 ...	110,753	7,468	53,995	180	117	49	17	81,370	58	13,600	3,552	‡	50	6	72	1	11,351
1902 ...	150,971	12,658	25,160	371	...	28	16	29,769	...	3,230	1,844	57	32	1,519	12	...	218
1903 ...	203,405	8,360	47,159	14,688	1,354	437	...	27,393	...	1,825	5,346	2,887	...	236	1,110	...	98
1904 ...	137,701	5,588 **	6,617	716	1	2,967	...	23,109	...	13,156	2,472	508	...	1	150	...	471
1905 ...	146,339	142,312	121,790	2,197	300	1,217	...	16,888	...	5,396	3,511	1,836	...	3	27	64	626
1906 ...	192,596	108,278	149,549	4,232	...	38,768	...	142,811	10	46,119	5,529	2,343	284	4,714	10,147	1,061	7,223

* Excluding Calcutta from 1886 to 1892.
† Statistics from 1886 to 1898 not available.
‡ Statistics not available.
§ Including 30 deaths in cantonments.
‖ Excluding Zamindaris.
¶ Including Berar from 1903.
** Eastern Bengal and Assam.
(a) 1886—1900 included in the Punjab.

Table XXVI.—Deaths from Cholera in British Provinces, by months, during the year 1906.

Province.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	Ratio per 1,000 of population. 1906.	1905.
Bengal	10,263	9,537	13,795	23,886	23,623	17,108	17,288	15,022	13,505	18,994	14,344	15,231	192,596	3·81	2·93
Eastern Bengal and Assam	19,272	9,038	9,484	14,441	13,189	7,137	4,866	2,528	1,427	2,122	8,047	16,487	108,278	3·63	4·77
United Provinces of Agra and Oudh.	826	2,769	2,019	18,422	31,564	24,965	7,309	9,073	18,493	20,055	10,657	3,397	149,549	3·14	2·55
Punjab	2	...	1	5	35	79	821	1,537	1,225	507	17	3	4,232	0·21	·11
North-West Frontier Province.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	·15
Central Provinces and Berar.	1	325	640	1,876	3,827	4,954	2,982	15,913	7,337	861	49	3	38,768	3·26	·10
Madras Presidency ...	2,774	1,247	836	1,015	3,133	14,531	29,968	36,496	20,477	12,954	8,690	10,690	142,811	3·9	·5
Coorg	...	...	...	...	...	...	...	...	...	1	...	9	10	·06	...
Bombay Presidency ...	...	131	2,084	11,047	10,862	6,447	8,428	4,393	1,374	596	508	249	46,119	2·50	·29
Burma { Lower ...	220	341	227	508	407	585	1,079	860	465	196	114	527	5,529	·99	·63
Burma { Upper ...	84	1	11	11	7	143	574	636	226	246	229	175	2,343	·80	·63
Ajmer-Merwara ...	...	...	...	...	93	129	24	38	...	...	...	...	284	·60	...
Total ...	33,442	23,389	29,097	71,211	87,040	76,078	73,279	86,496	64,529	56,532	42,655	46,771	690,519	3·05	1·96

Table XXVII.—Details of the distribution and occurrence of Cholera during the year 1906.

Province.	Mortality in 1906.	Mean mortality of previous 5 years.	Urban mortality.	Rural mortality.	Percentage of villages attacked.	Maximum mortality in any one district excluding towns.	Maximum mortality in any one town.	Month of maximum mortality.
Bengal	3·81	2·33	3·01	3·86	15·69	9·47	14·39	April.
Eastern Bengal and Assam ...	3·63	2·30	2·85	3·64	14·72	21·77	43·60	January.
United Provinces of Agra and Oudh	3·14	1·07	1·59	3·25	11·27	14·76	19·16	May.
Punjab	0·21	0·18	0·34	0·20	1·86	1·42	7·89	August.
N.-W. Frontier Province	.....	0·18	.....	...	...	...	...	
Central Provinces and Berar ...	3·26	0·08	4·11	3·16	10·64	13·64	38·69	August.
Madras Presidency ...	3·9	1·0	4·3	3·9	25·98	9·0	50·2	August.
Coorg	·06	·06	...	·06	0·80	·21	...	December.
Bombay Presidency	2·50	·40	2·07	2·56	12·16	7·76	16·93	April.
Burma { Lower	·99	·61	1·77	·88	4·49	6·56	20·48	July.
Burma { Upper	·80	·36	2·02	·66	3·76	1·82	10·17	August.
Ajmer-Merwara	·60	·04	·76	·54	2·71	6·15	1·96	June.

General Population.

Table XXVIII.—Small-pox Mortality.

Provinces, Districts, Towns.	Bengal.	Eastern Bengal and Assam.	United Provinces.	Punjab.	North-West Frontier Province.	Central Provinces and Berar.	Lower Burma.	Upper Burma.	Madras Presidency.	Bombay Presidency.	Ajmer-Merwara.	Coorg.	Registration India.
I.—Mortality by Provinces :—													
A.—Deaths by months—													
January	1,554	420	724	1,266	100	1,035	582	21	3,287	583	10	28	9,600
February	2,238	618	906	1,134	107	1,314	970	37	3,168	694	19	29	11,234
March	2,965	829	1,358	1,129	113	1,477	1,576	77	3,535	811	41	35	13,948
April	3,572	1,059	1,789	1,180	97	1,574	1,698	120	3,025	706	65	31	14,916
May	3,186	913	2,564	2,015	63	1,496	1,088	100	2,657	377	53	48	14,560
June	2,244	891	2,156	1,849	99	1,228	766	80	2,240	271	33	23	11,870
July	1,915	560	1,470	1,390	101	745	522	73	2,368	171	21	15	9,351
August	919	349	708	787	101	419	266	27	2,109	100	12	9	5,806
September	648	291	378	445	90	206	141	33	1,996	51	5	3	4,287
October	658	227	188	370	33	102	113	19	1,711	57	3	7	3,488
November	818	294	256	624	83	113	105	24	1,705	98	5	...	4,125
December	1,489	521	705	1,050	140	180	76	36	2,039	144	14	6	6,400
Total ...	22,206	6,972	13,202	13,239	1,127	9,889	7,903	637	29,840	4,063	271	234	109,583
B.—Annual death ratios—													
Ratio per 1,000 of population, 1906.	·43	·23	·28	0·66	0·57	0·83	1·42	·22	0·8	·22	·57	1·30	0·48
Ratio per 1,000 of population, 1905.	·14	·15	·07	0·23	0·29	0·70	1·01	·18	0·5	·92	·58	·73	·31
Difference ...	+ ·29	+ ·08	+ ·21	+ 0·43	+ 0·28	+ 0·13	+ 0·41	+ ·04	+ 0·3	— ·70	— ·01	+ ·57	+ ·17
Mean ratio per 1,000 during 1901-1905.	·49	·29	·16	0·48	0·69	0·39	·44	·24	0·5	·34	·17	·73	0·38
Difference ...	— ·06	— ·06	+ ·12	+ ·18	— ·12	+ ·44	+ ·98	— ·02	+ ·3	— ·12	+ ·40	+ ·57	+ ·10
II.—District mortality excluding towns :—													
Number of districts affected ...	32	22	48	28	4	22	17	11	22	24	15	5	250
Highest district ratio ...	5·05	2·57	2·85	1·44	0·99	3·79	3·01	·68	2·7	·73	4·25	2·88	5·05
Name of that district	Puri	Kamrup	Jhansi	Lahore	Peshawar	Damoh	Myaungmya.	Pakokku	Bellary	Kanara	Pisangan	Nanjarajpatna.	Puri.
Lowest district ratio	·003	·005	0·1	0·03	0·12	0·02	·23	·004	0·1	·03	·09	·70	·003
Name of that district	Singhbhum.	Sibsagar	Garhwal	Mianwali	Hazara	Burhanpur.	Tavoy	Sagaing	Vizagapatam.	Ahmednagar.	Mangliawas.	Padinalknad.	Singhbhum.
Number of districts without mortality	None	None	None	1	1	2	1	None	None	None	2	None	7
District death-rate per 1,000 of population.	·37	·22	·28	0·57	0·45	0·85	1·23	·23	0·8	·20	·66	1·84	0·45
III.—Town mortality :—													
Number of towns affected ...	94	29	71	115	6	68	32	5	138	38	4	5	605
Highest town ratio ...	3·43	33·09	2·77	13·01	4·06	9·92	18·94	·68	12·7	2·00	5·33	3·25	33·09
Name of that town	Howrah	Barpeta	Konch	Pindi Bhattian.	Peshawar	Kalmeshwar.	Wakema	Myingyan	T. C. Adirampatnam.	Karachi	Pisangan	Kodlipet	Barpeta.
Lowest town ratio	·01	·04	·02	0·02	0·07	0·01	·09	·04	0·02	·02	·04	·13	0·01
Name of that town	Darbhanga.	Narayanganj.	Badaun	Delhi	Dera Ismail Khan.	Jubbulpore.	Allanmyo	Mandalay	M. T. C. Vizianagram.	Ahmedabad.	Nasirabad	Mercara	Jubbulpore.
Number of towns without mortality.	35	25	35	39	5	36	7	8	94	25	2	None	301
Town death-rate per 1,000 of population.	1·37	·79	·24	1·42	1·85	0·70	2·68	·09	1·0	·34	·32	·85	0·92
IV.—Infantile mortality :—													
Children under 1 year ...	3,708	805	4,709	3,241	243	4,120	623	25	11,131	1,041	103	...	29,737
Children 1-10 years ...	8,912	2,381	7,125	7,938	828	3,460	1,830	199	10,824	1,562	145	...	45,304
Percentage of children in total small-pox mortality.	56·83	45·70	89·64	84·44	95·03	76·65	31·04	34·85	73·54	64·07	91·51	...	68·39

General Population.

Table XXIX.—Fever Mortality.

Provinces, Districts, Towns.	Bengal.	Eastern Bengal and Assam.	United Provinces.	Punjab.	North-West Frontier Province.	Central Provinces and Berar.	Lower Burma.	Upper Burma.	Madras Presidency.	Bombay Presidency.	Ajmer-Merwara.	Coorg.	Registration India.
I.—Mortality by Provinces:—													
A.—Deaths by months—													
January	110,693	72,686	101,901	30,809	3,765	15,006	4,550	1,756	22,121	24,118	767	359	388,531
February	75,996	47,001	80,100	22,327	2,830	14,206	3,887	1,407	18,176	20,458	731	250	287,369
March	82,580	46,578	80,376	22,314	3,147	12,967	3,539	1,311	19,313	21,754	649	310	294,838
April	93,708	52,076	89,064	23,859	2,613	15,300	3,649	1,346	19,163	22,388	661	400	324,227
May	91,381	50,019	109,762	34,936	2,984	10,392	3,533	1,232	22,457	21,976	958	323	359,953
June	72,876	41,081	104,684	29,020	3,523	20,233	4,062	1,071	21,850	17,036	710	410	316,556
July	83,654	47,375	81,387	23,708	2,678	13,317	5,293	1,826	26,047	18,668	693	517	305,163
August	85,050	36,750	94,089	23,351	2,611	19,674	5,858	2,001	33,053	20,336	1,244	370	324,387
September	92,481	45,726	126,918	29,521	3,872	26,904	4,932	1,860	32,777	19,708	1,258	350	386,307
October	115,426	64,102	154,624	50,742	5,056	23,766	4,813	1,929	30,458	23,915	1,170	333	476,334
November	114,957	63,099	158,734	64,315	8,919	23,312	4,802	2,323	28,448	32,227	1,620	284	503,040
December	113,777	79,240	135,852	52,976	10,041	20,064	5,504	3,360	31,063	32,069	1,831	360	486,137
Total ...	1,132,579	645,733	1,317,491	407,878	52,039	225,141	54,422	21,422	304,926	274,653	12,292	4,266	4,452,842
B.—Annual death ratios—													
Ratio per 1,000 of population, 1906.	22·41	21·65	27·62	20·28	26·14	18·95	9·77	7·34	8·4	14·86	25·77	23·62	19·69
Ratio per 1,000 of population, 1905.	24·34	23·68	26·92	18·40	20·69	17·43	8·97	6·76	7·2	13·28	21·67	21·46	19·57
Difference ...	—1·93	—2·03	+·70	+1·88	+5·45	+1·52	+·80	+·58	+1·2	+1·58	+4·10	+2·16	+0·12
Mean ratio per 1,000 during 1901-1905.	21·78	23·09	25·29	22·27	19·58	15·53	9·30	6·98	7·9	14·28	24·16	24·36	18·98
Difference ...	+0·63	—1·44	+2·33	—1·99	+6·56	+ 3·42	+0·47	+0·36	+0·5	+·58	+1·61	—·74	+0·71
II.—District mortality excluding towns:—													
Number of districts affected ...	32	22	48	29	5	24	18	11	22	24	17	5	257
Highest district ratio ...	36·14	41·33	57·33	30·86	35·14	33·65	18·15	11·90	22·2	36·31	43·49	28·65	57·33
Name of that district ...	Purnea	Dinajpur	Jalaun	Mianwali	Dera Ismail Khan.	Nimar	Prome	Mandalay	Vizagapatam.	Sukkur	Goella	Mercara	Jalaun.
Lowest district ratio ...	7·31	8·62	15·46	4·57	22·24	8·21	3·83	3 ·06	1·1	5·04	15·73	19·75	1·1
Name of that district ...	Puri	Sylhet	Garhwal	Simla	Hazara	Buldana	Ma-ubin	Meikt la	Anantapur.	Belgaum	Dewair	Yedenalknad.	Anantapur.
Number of districts without mortality	None	None	None	None	None	None	None	None	None	None	None	None	None.
District death-rate per 1,000 of population.	23·13	21·86	27·51	20·30	26·72	19·63	10·41	7·51	8·7	15·52	25·40	24·26	20·17
III.—Town mortality:—													
Number of towns affected ...	129	54	106	144	11	104	39	13	230	62	6	5	903
Highest town ratio	89·82	36·12	81·31	47·23	36·14	42·13	24·64	11·45	30·7 T. C.	46·74	40·04	26·88	81·31
Name of that town... ...	Morshidabad.	Nawabganj.	Nagina.	Makhu	Buffa	Kalmeshwar.	Pyapon	Kyaukse	Srungavarapur Kota.	Umarkot	Beawar	Fraserpet	Nagina.
Lowest town ratio	1·66	2·24	11·29	1·22	8·41	1·11	1·67	2·65	0·1	1·89	14·27	1·40	0·1
Name of that town... ...	Ulubaria	Hailakandi.	Mirzapur Bindachal	Dharmsala.	Tonk (notified area).	Deulgaon	Insein	Yamethin	Madakasira.	Athni	Nasirabad	Virajendrapet.	Madakasira.
Number of towns without mortality	None	None	None	None	None	None	None	None	2	1	None	None	3
Town death-rate per 1,000 of population.	11·80	12·02	29·18	20·11	19·85	13·00	5·44	5·87	5·9	10·51	26·78	16·66	14·28

TABLE XXX—DYSENTERY AND DIARRHŒA MORTALITY.

PROVINCES, DISTRICTS AND TOWNS.	Bengal.	Eastern Bengal and Assam.	United Provinces.	Punjab.	North-West Frontier Province.	Central Provinces and Berar.	Lower Burma.	Upper Burma.	Madras Presidency.	Bombay Presidency.	Ajmer-Merwara.	Coorg.	Registration India.
I.—Mortality by Provinces:—													
A. Deaths by months—													
January	4,636	2,864	1,597	1,001	47	2,107	534	114	3,950	3,319	27	13	20,209
February	3,839	1,776	1,321	676	31	2,098	481	92	3,385	3,005	20	6	16,729
March	4,361	1,716	1,412	781	38	2,120	509	146	3,500	3,859	23	6	18,471
April	4,371	1,873	1,948	1,280	39	3,084	536	140	3,190	5,266	32	5	21,784
May	3,612	2,332	2,758	2,243	78	3,239	798	100	3,642	5,767	75	4	24,648
June	3,047	1,979	2,747	1,383	41	2,391	859	135	4,624	5,007	36	16	22,265
July	3,753	1,995	2,45	1,066	28	2,967	1,592	330	6,819	7,657	43	23	28,738
August	4,434	1,657	2,727	1,321	21	6,578	1,400	438	8,271	8,952	100	14	35,913
September	4,168	1,894	2,671	1,669	57	7,513	863	181	7,497	6,475	77	14	33,079
October	4,095	2,587	2,513	2,258	45	4,777	624	111	5,954	4,911	59	12	27,956
November	4,156	3,043	2,249	2,243	62	3,205	467	76	5,148	3,773	37	12	24,471
December	4,448	3,196	1,940	1,674	84	2,504	497	106	5,808	3,745	35	17	23,854
Total ...	48,920	26,912	26,348	17,595	571	42,583	9,180	1,979	61,588	61,736	564	141	308,117
I.—Annual death ratios—													
Ratio per 1,000 of population, 1906.	·96	·90	·55	0·87	0·29	3·58	1·65	·68	1·7	3·34	1·18	·78	1·32
Ratio per 1,000 of population, 1905.	·90	·85	·56	0·68	0·28	3·02	1·43	·44	1·4	3·00	·89	·53	1·17
Difference ...	+ ·06	+ ·05	— ·01	+ 0·19	+ 0·01	+ 0·56	+ 0·22	+ ·24	+ ·03	+ 0·34	+ ·29	+ ·25	+ ·15
Mean ratio per 1,000 during 1901-1905.	·95	·65	·61	0·71	0·28	2·38	1·41	·33	1·2	3·15	1·00	·72	1·12
Difference ...	+ ·01	+ ·25	— ·06	+ ·16	+ ·01	+ 1·20	+ 0·24	+ ·35	+ ·05	+ 0·19	+ 0·18	+ ·06	+ 0·20
II.—District mortality excluding towns—													
Number of districts affected.	32	22	48	29	5	24	18	11	22	24	13	5	353
Highest district ratio...	3·96	5·48	9·17	2·19	0·77	14·00	2·80	·83	7·2	10·80	1·41	·78	14·00
Name of that district...	Howrah	Lakhimpur.	Garhwal.	Simla	Dera Ismail Khan.	Akola	Thayetmyo.	Magwe	Nilgiris	Khandesh.	Pohkar.	Kiggatnad	Akola.
Lowest district ratio ...	·03	·04	·01	0·18	0·04	0·24	·43	·07	0·5	0·05	·06	·29	·01
Name of that district...	Purnea	Rajshahi	Mainpuri	Multan	Peshawar	Bhandara	Saudoway.	Kyaukse	Nellore	Larkhana.	Nasirabad.	Nanjarajpatna.	Mainpuri.
Number of districts without mortality.	None	None	None	None	None	None	None	None	None	None	4	None	4
District death-rate per 1,000 of population.	·84	·87	·43	0·72	0·20	3·58	1·34	·52	1·4	3·16	0·29	·47	1·15
III.—Town mortality—													
Number of towns affected.	126	53	96	140	11	104	38	13	213	62	5	3	861
Highest town ratio ...	10·06	11·34	7·72	10·47	6·49	19·72	6·51	2·77	11·5	12·55	9·33	8·87	19·72
Name of that town ...	Kurseong.	North Lakhimpur.	Ballia	Kalabagh.	Kulachi	Shegaon	Pegu	Mandalay.	M. T. C. Palamcottah.	Sholapur.	Ajmer	Virajendrapet.	Shegaon.
Lowest town ratio ...	·11	·15	·07	·19	0·17	·18	·51	·31	0·1	·24	0·23	·57	·07
Name of that town ...	Baraset	Sudharam	Sherkot	Sohdara	Kohat	Ratanpur.	Pyapon	Pakokku.	T. C. Paramagudi.	Ahmedabad. Cant.	Pisangan.	Somwarpet.	Sherkot.
Number of towns without mortality.	3	2	10	4	None	None	1	None	20	1	1	2	44
Town death-rate per 1,000 of population.	2·72	2·38	2·16	2·28	1·25	3·63	3·74	2·07	4·1	4·55	3·56	4·20	3·20

TABLE XXXI.—PLAGUE MORTALITY.

PROVINCE OR STATE.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total. 1906.	Total. 1905.
British Provinces :—														
Bengal	5,434	10,345	19,855	16,532	1,761	338	102	431	565	518	905	2,833	59,619	126,084
Eastern Bengal and Assam	...	...	...	24	...	10	25	15	...	...	...	...	74	6
United Provinces of Agra and Oudh ...	5,681	8,957	16,561	16,309	4,263	205	142	676	868	1,531	3,961	10,506	69,660	383,802
Punjab	2,093	3,779	9,552	28,565	28,559	2,440	167	88	430	1,671	4,915	9,463	91,712	334,897
North-West Frontier Province	...	...	39	1	...	...	...	...	...	...	...	1	41	3
Central Provinces and Berar	1,264	3,022	3,619	1,700	53	4	15	346	1,884	2,620	1,656	1,938	18,121	12,706
Burma { Lower	204	264	589	533	401	602	979	658	317	256	158	262	5,223	3,045
Burma { Upper	329	577	1,160	390	30	50	91	59	29	36	98	565	3,414	647
Madras Presidency	207	132	113	93	22	13	21	36	77	64	46	74	893	5,788
Bombay ,, ...	2,205	2,812	5,409	6,108	3,565	709	612	2,869	8,435	8,619	5,381	4,801	51,525	71,365
Ajmer-Merwara	...	...	36	3	1	...	...	3	18	4	2	1	68	2,480
Coorg	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ... { 1906 ...	17,417	29,888	56,933	70,258	38,655	4,371	2,154	5,181	12,613	15,319	17,122	30,444	300,355	...
Total ... { 1905 ...	129,318	128,125	231,937	241,450	140,146	15,702	3,804	6,318	10,661	10,725	9,382	13,253	...	940,821
Native States, etc. :—														
Punjab Native States	321	385	1,437	3,330	3,296	1,128	231	19	50	436	593	1,522	12,748	54,868
Jammu and Kashmir State	107	183	481	901	731	99	2	17	30	28	71	86	2,736	2,669
Native States in Central Provinces ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras Native States	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay Presidency Native States. ...	1,005	1,080	1,976	1,973	1,021	214	301	1,552	3,064	4,147	3,298	2,770	22,401	23,010
Baluchistan	...	...	...	6	1	...	...	...	...	...	...	...	7	...
United Provinces (Tehri Garhwal) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
Rajputana	34	45	498	336	35	1	1	1	5	10	9	157	1,132	30,083
Central India	112	155	499	393	60	2	18	763	3,061	3,022	2,023	1,947	12,055	2,836
Mysore	243	184	176	35	24	18	99	305	450	618	528	280	2,960	3,959
Bangalore Civil and Military Station ...	186	126	115	48	40	36	49	100	77	110	90	100	1,077	1,854
Hyderabad State	187	377	296	48	7	...	...	1	...	211	67	56	1,250	9,008
Total ... { 1906 ...	2,195	2,535	5,478	7,070	5,215	1,498	701	2,758	6,737	8,582	6,679	6,918	56,366	...
Total ... { 1905 ...	14,496	14,620	24,437	35,424	24,289	1,295	619	2,384	3,447	3,808	3,350	2,681	...	128,319
GRAND TOTAL { 1906 ...	19,612	32,423	62,411	77,328	43,870	5,869	2,855	7,939	19,350	23,901	23,801	37,362	356,721	...
GRAND TOTAL { 1905 ...	144,283	142,745	256,374	276,874	161,435	15,997	4,423	8,702	14,108	14,533	12,732	15,934	1,069,140	...
Calcutta City	118	133	658	971	310	149	42	45	32	42	54	52	2,606	7,372
Bombay City	144	604	2,527	3,982	2,549	344	148	132	142	129	55	46	10,802	14,171
Madras City	16	34	5	...	...	...	...	...	1	...	...	...	56	22

TABLE XXXII.—MORTALITY FROM RESPIRATORY DISEASES.

PROVINCES, DISTRICTS AND TOWNS.	Bengal.	Eastern Bengal and Assam.	United Provinces.	Punjab.	North-West Frontier Province.	Central Provinces and Berar.	Lower Burma.	Upper Burma.	Madras Presidency.	Bombay Presidency.	Ajmer-Merwara.	Coorg.	Registration India.
I.—Mortality by provinces :—													
A.—Deaths by months—													
January	1,373	222	1,896	5,660	135	1,421	357	177	1,726	5,276	41	1	18,185
February	1,055	154	1,642	4,218	123	1,301	259	201	1,480	4,835	35	2	15,305
March	1,138	212	1,578	4,192	125	1,338	300	210	1,641	5,918	32	9	16,703
April	1,127	167	1,593	4,073	109	1,363	338	230	1,730	5,420	22	7	16,201
May	881	159	1,825	5,092	127	1,370	328	145	1,866	4,955	27	1	16,776
June	772	189	1,594	3,877	107	1,110	291	167	1,735	4,201	21	1	14,065
July	937	169	1,460	3,603	107	1,006	333	255	2,027	4,881	21	2	14,801
August	1,037	168	1,710	3,820	112	1,414	404	230	2,416	5,150	38	4	16,503
September	918	173	1,694	4,438	104	1,626	371	221	2,403	4,844	18	3	16,813
October	1,089	230	1,705	5,928	97	1,456	390	235	2,159	4,723	18	4	18,034
November	1,225	188	1,688	6,149	101	1,458	359	243	2,052	4,925	35	5	18,428
December	1,373	267	1,752	6,077	136	1,716	294	220	2,153	5,487	14	4	19,493
Total ...	12,825	2,298	20,139	57,127	1,383	16,609	4,024	2,544	23,378	60,615	322	43	201,307
B.—Annual death ratios :—													
Ratio per 1,000 of population, 1906.	·25	·07	·42	2·84	0·69	1·40	·72	·87	0·7	3·28	·67	·24	0·89
Ratio per 1,000 of population, 1905.	·22	·06	·49	3·05	0·57	1·30	·73	·56	0·5	2·95	1·18	·17	·86
Difference ...	+ ·03	+ ·01	— ·07	— ·21	+ ·12	+ 0·10	— ·01	+ ·31	+ ·2	+ 0·33	— ·51	+ ·07	+ 0·03
Mean ratio per 1,000 during 1901-05	†	†	†	2·78	0·40	†	†	†	0·4	3·15	·49	·07	†
Difference ...	†	†	†	+ 0·06	+ ·29	†	†	†	+ ·3	+ 0·13	+ ·18	+ ·17	†
II.—District mortality excluding towns :—													
Number of districts affected ...	32	22	48	29	5	24	18	11	20	24	8	2	243
Highest district ratio ...	1·36	·90	6·31	11·47	0·47	4·67	1·12	·70	1·4	9·37	·49	·08	11·47
Name of that district... ...	Puri	Lakhimpur.	Hamirpur	Gurdaspur.	Bannu	Betul	Bassein	Lower Chindwin.	Nilgiris	Kaira	Pohkar	Yedenalknad.	Gurdaspur.
Lowest district ratio	·001	·001	·009	0·11	0·05	0·07	·02	·02	0·1	·005	·08	·05	·001
Name of that district ...	Purnea	Tippera	Bara Banki.	Multan	Kohat	Narsinghpur.	Sandoway	Kyaukse	Ganjam	Upper Sind Frontier.	Kekri	Nanjarajpatna.	Purnea.
Number of districts without mortality.	None	None	None	None	None	None	None	None	2	None	9	3	14
District death-rate per 1,000 of population.	·15	·07	·23	2·53	0·37	1·28	·35	·18	0·5	2·15	·07	·03	0·65
III.—Town mortality :—													
Number of towns affected ...	89	34	97	144	11	89	28	10	176	59	4	3	744
Highest town ratio	5·17	2·40	18·56	13·63	9·14	9·04	7·77	17·67	11·8	20·02	4·73	8·41	20·02
Name of that town	Calcutta	Dhubri	Rath	Pathankot	Haripur	Deori	Toungoo	Taungdwingyi.	M. T. C. Coonoor.	City of Bombay.	Ajmer suburb.	Virajendrapet.	City of Bombay.
Lowest town ratio	·04	·05	·05	0·37	0·44	0·13	·08	·12	0·1 T. C.	0·41	·23	·15	·04
Name of that town	Krishnagar,	Chittagong.	Deoband	Khangah Dogran,	Kohat	Raipur	Yandoon	Ysmethin	Bobbili	Larkhana	Pisangan.	Mercara	Krishnagar.
Number of towns without mortality.	40	20	9	None	None	15	11	3	56	4	2	2	162
Town death-rate per 1,000 of population.	1·76	·19	2·89	5·60	4·19	2·47	3·26	6·82	1·4	10·82	2·28	3·49	3·64

† Not available.

TABLE XXXIII.—GENERAL POPULATION VACCINATION.

A.—TOTAL PRIMARY AND RE-VACCINATIONS SUCCESSFUL CASES AMONG THE CHILDREN, COST OF THE SPECIAL VACCINATION DEPARTMENT, ETC., DURING THE OFFICIAL YEAR 1906-07.

PROVINCE.	NUMBER OF PERSONS VACCINATED BY THE SPECIAL AND DISPENSARY STAFFS COMBINED.		PERCENTAGE OF SUCCESSFUL CASES* TO TOTAL OPERATIONS.		NUMBER OF CHILDREN SUCCESSFULLY VACCINATED BY THE SPECIAL AND DISPENSARY STAFFS COMBINED.		Average number of operations performed by each vaccinator of the Special Staff.	Total cost of the Special Department.	Average cost of each successful case vaccinated by the Special Department.
	Primary.	Re-vaccinations.	Primary.	Re-vaccinations.	Under one year.	1 to 6 years.		Rs.	Rs. a. p.
Bengal	1,874,976	162,297	99·24	65·90	814,772	943,050	1,012	1,73,229	0 1 5
Eastern Bengal and Assam	1,262,029	56,003	98·55	72·11	360,810	720,542	1,026	90,635	0 1 2
United Provinces of Agra and Oudh.	1,571,486	103,574	97·72	84·43	930,316	517,672	1,824	1,50,971	0 1 6
Punjab	607,909	97,310	99·34	78·12	487,441	90,739	2,648*	99,605	0 2 5
North-West Frontier Province	76,604	15,289	98·95	83·67	47,258	17,481	2,923†	11,217	0 2 2
Central Provinces and Berar	525,977	91,404	98·56	75·38	401,063	95,056	1,978	65,263	0 1 11
Madras Presidency	1,437,924	113,676	93·41	74·24	490,417	645,932	1,721‡	2,94,881	0 3 6
Coorg	9,166	2,066	93·13	75·23	919	4,841	1,209	2,752	0 4 7
Bombay Presidency	593,351	37,510	95·93	71·04	430,300	89,192	1,466	3,26,124	0 9 6
Burma	370,399	59,253	90·64	53·43	77,858	175,396	1,685	1,27,528	0 6 1
Ajmer-Merwara	11,973	127	97·87	82·68	9,129	2,444	807	2,867	0 3 10
TOTAL	8,341,794	738,509	97·21	72·85	4,050,283	3,302,345	1,432	1,345,072	0 2 7

* Excluding those the results of which were not known.
† Including the vaccinations performed in cantonments.
‡ Excludes average of work done by each medical subordinate.

B.—VACCINATION OPERATIONS PERFORMED BY THE SPECIAL AND DISPENSARY ESTABLISHMENTS SEPARATELY, DEATHS FROM SMALL-POX, ETC., DURING THE OFFICIAL YEAR 1906-07.

PROVINCE.	Population.	NUMBER OF PERSONS VACCINATED (PRIMARY AND RE-VACCINATIONS COMBINED).			Ratio of successful vaccinations per 1,000 of population.	Percentage of annual estimated births at 40 per 1,000 of population successfully vaccinated.	DEATHS FROM SMALL-POX.*	
		By special Department.	By Dispensary staff.	Total.			Number.	Ratio per 1,000 of population.
Bengal	51,625,771	1,891,324	145,949	2,037,273	37·80	39·46	22,206	·43
Eastern Bengal and Assam	30,788,134	1,292,430	25,602	1,318,032	41·33	29·30	6,972	·23
United Provinces of Agra and Oudh.	47,960,667†	1,674,799	261‡	1,675,060	33·31	48·49	13,202	·28
Punjab	20,293,834	704,249	970	705,219	32·00	60·05	13,239	·66
North-West Frontier Province	2,104,812	90,612	1,281§	91,893	39·67	56·13	1,127	·57
Central Provinces and Berar	13,621,559	593,349	24,032	617,381	42·06	73·61	9,889	·83
Madras Presidency	38,408,531	1,551,352	248	1,551,600	35·66	31·92	29,840	·8
Coorg	180,607	10,884	348	11,232	54·58	12·72	234	1·30
Bombay Presidency	21,640,585	629,356	1,505	630,861	25·36	49·71	4,063	·22
Burma	10,477,508	411,131	18,521	429,652	33·06	18·58	8,540	1·01
Ajmer-Merwara	476,912	12,100	.....	12,100	24·79	47·86	271	·57
TOTAL	237,578,920	8,861,586	218,717	9,080,303	35·41	42·62	109,583	·48

* For the Calendar year.
† Includes 16,010 persons enumerated at the Ajudhya Fair.
‡ No special vaccinators are attached to dispensaries. Operations performed by medical subordinates.
§ There were no special vaccinators attached to the dispensaries. Operations were performed by Hospital Assistants.

EAST INDIA (TRADE).

REVIEW

OF THE

TRADE OF INDIA

IN

1906-07.

Presented to both Houses of Parliament by Command of His Majesty.

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NOTE

All sums in this review are stated in Rupees. In order that any sum so stated may be converted into sterling at the average rate of exchange for the year to which the said sum relates, there is shown below the proper divisor for each official year since 1890-91, such divisor being the number of Rupees equivalent to a pound sterling.

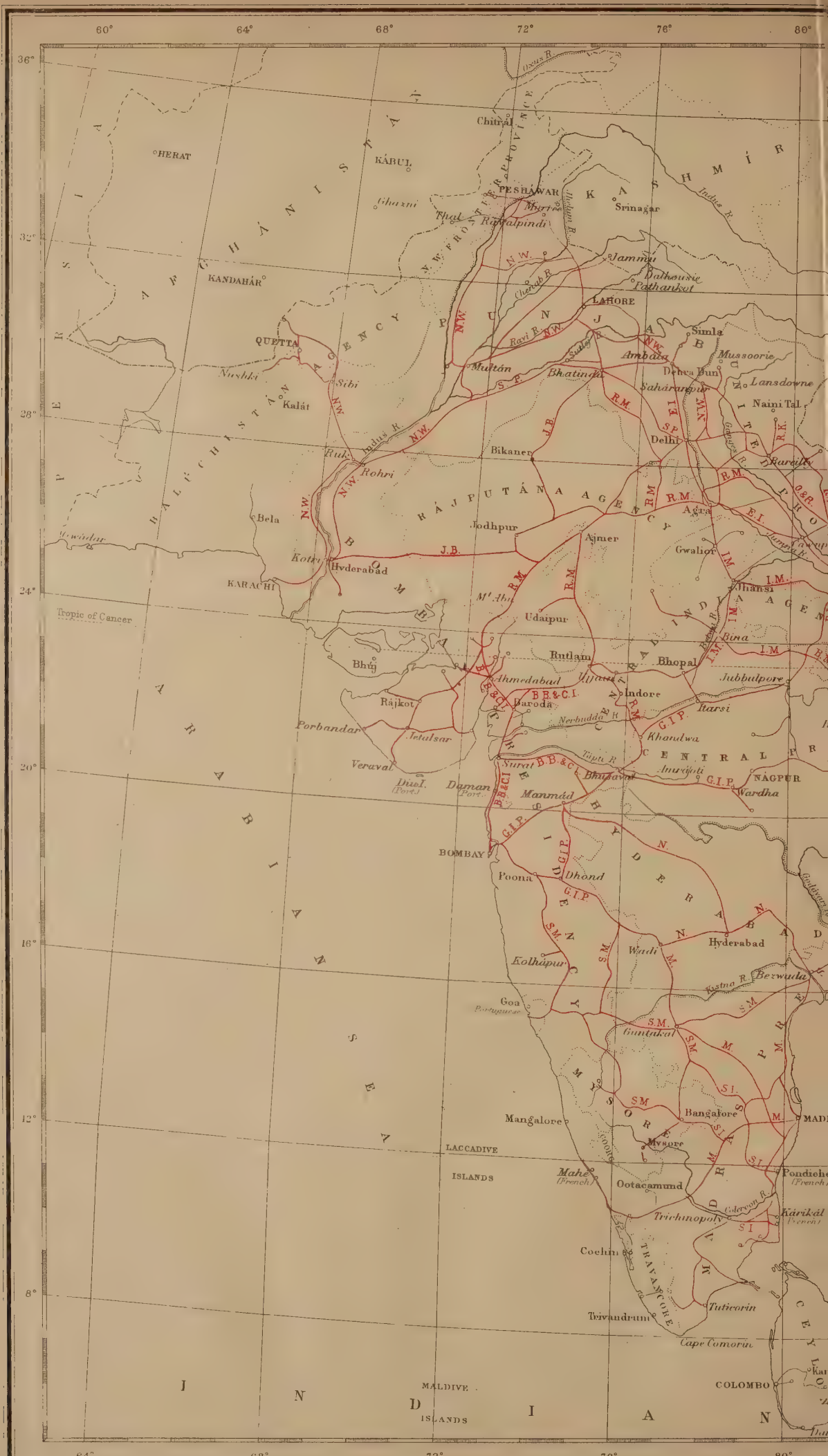
Year	Number of Rupees equivalent to £1	Year	Number of Rupees equivalent to £1	Year	Number of Rupees equivalent to £1	Year	Number of Rupees equivalent to £1
1890-91	13·3	1892-93	16	1894-95	18·3	1896-97	16·6
1891-92	14·3	1893-94	16·5	1895-96	17·6	1897-98	15·6

1898-99 and subsequently R15.

The rupee is divided into sixteen annas and the anna into twelve pies. The anna is at the current rate of exchange equal to one penny.

Weights in this Review are stated in lbs, cwts, and tons but for purpose of reference to current literature about Indian trade, it is well to state that the weights most commonly quoted in such literature are as follows:—

Divisions		Systematic name		Metric value Grammes		British Imperial value, Grains
		1 Tola	=	11·6638	=	180
5 Tolas	=	1 Chittak	=	58·319022	=	900
						Pounds
16 Chittaks	=	1 Seer	=	933·10436	=	$2\frac{2}{3}\frac{0}{5}$
				Kilogrammes		
5 Seers	=	1 Passeeree or Punsarie	=	4·66552	=	$10\frac{2}{7}$
8 Passeerees or 40 Seers	=	1 Imperial or Indian Maund	=	37·324174	=	$82\frac{2}{7}$



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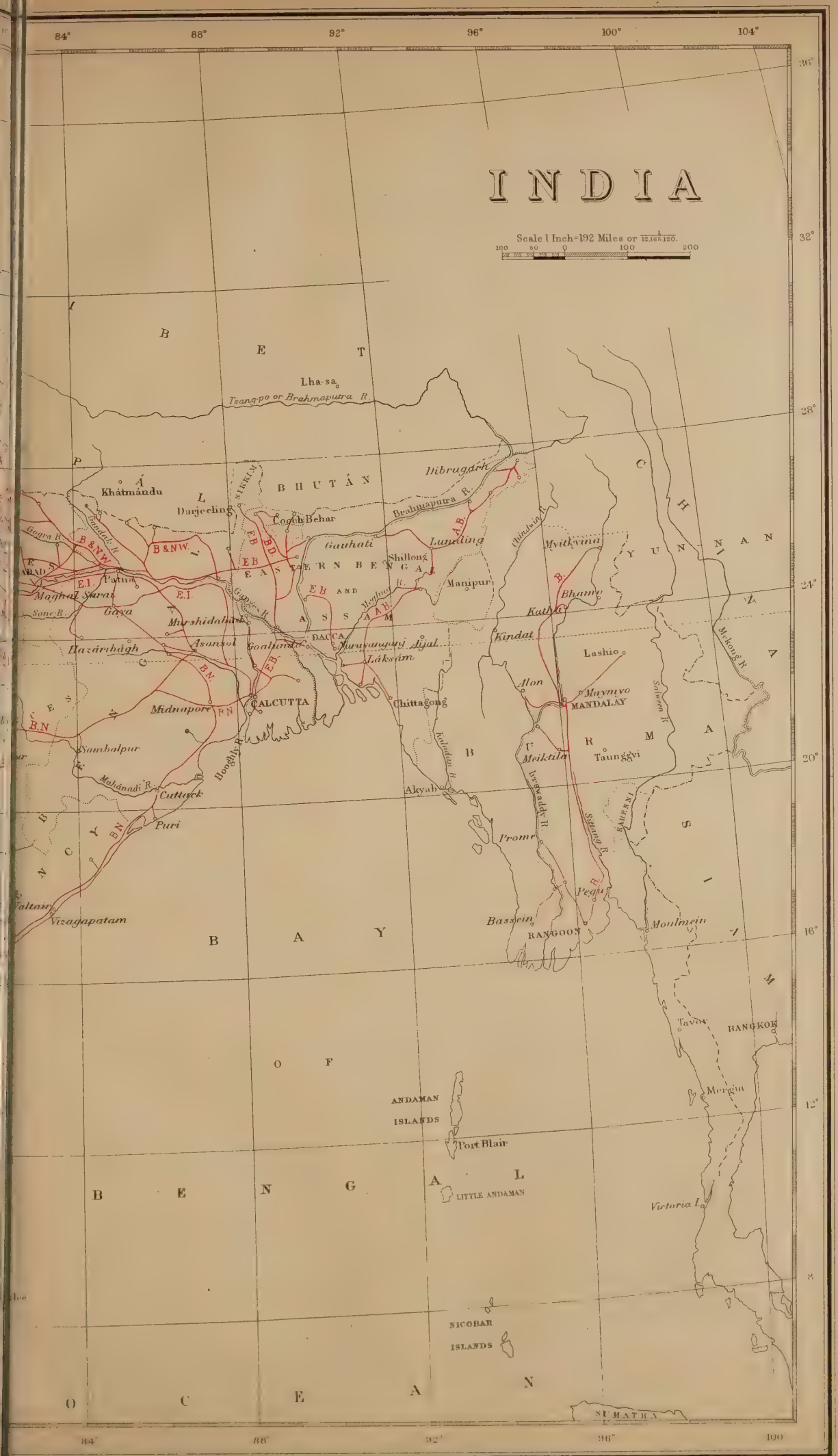

INDIA
Scale 1 Inch=192 Miles or 1/12,165,120.
100 50 0 100 200
84° 88° 92° 96° 100° 104°
36° 32° 28° 24° 20° 16° 12° 8°
Lha-sa
Tsangpo or Brahmaputra R.
Khátmándu
Darjeeling
Cooch Behar
Brahmaputra R.
Dibrugarh
Gauhati
Shillong
Lunding
Manipur
Myitkyina
Bhamo
Kathá
Kindat
Lashio
Mekong R.
Salween R.
Maymyo
MANDALAY
Hon
Meiktila
Taunggvi
Irrawaddy R.
Sittang R.
Pegu
RANGOON
Bassein
Moulmein
Akyab
Kaladan R.
Chittagong
CALCUTTA
Midnapore
Hooghly R.
Sambalpur
Mahánadi R.
Cuttack
Puri
Galtair
Vizagapatam
Patna
Gaya
Murshidabad
Asansol
Goalundo
DACCA
Maruyangunj
Lákyam
Hijal
Hazáribágh
Sone R.
Ganges R.
Meghna R.
Brahmaputra R.
Tista R.
Ganges R.
Maghai Sarai
Tavoy
BANGKOK
Mergui
Victoria I.
ANDAMAN ISLANDS
Port Blair
LITTLE ANDAMAN
NICOBAR ISLANDS
SUMATRA
BHUTÁN
SIKKIM
EASTERN BENGAL AND ASSAM
BENGAL
BAY OF BENGAL
OCEAN
CHINESE EMPIRE
YUNNAN
BURMA
SIAM
E.I.
B&NW.
EB
BD
AB
BN

THE

TRADE OF BRITISH INDIA

WITH

FOREIGN COUNTRIES

For the official year ending March 31, 1907

CLIMATIC CONDITIONS

The trading power of India depends on the success of its crops. Therefore some account of the climatic conditions of each year is requisite for a comprehension of the trade recorded and of the prospect. In respect of certain crops the volume of trade in one statistical year is determined by the weather of the previous season; and in the notes on produce of this kind the necessary particulars regarding that earlier season are given. The following notes summarise the weather record of the season 1906-07 in respect of each province. They are founded on weather reports that accompanied the various crop forecasts and have been revised by the respective Local Governments. The cropped area including current fallows is shown in each case.

Eastern Bengal and Assam (23,290,000 acres)—Rainfall was scanty in April and the jute and sugarcane crops suffered from want of moisture. General rain was, however, received in May, which entirely changed the situation, but in August a flood of abnormal height and long duration retarded the cutting of jute and damaged the other autumn crops. Heavy rain again fell in the end of October, which delayed the sowing of oilseeds but was beneficial to winter rice, and left sufficient moisture in the soil for the sowing of wheat; this was, however, succeeded by drought, practically unbroken, during the cold weather months, which did more or less injury to all spring crops.

Bengal (40,979,000 acres)—The rainfall in March was on the whole slightly in excess of the average. April was exceptionally dry; this retarded the sowing of the Jute crop. The weather in May was not so unfavourable though the rainfall was below normal. The monsoon set in about the middle of June, but the showers were rather in defect. In July and August, the rainfall was very heavy, especially in North Bihar, where all the crops suffered from floods. In September and October rainfall was general except in Bihar, where the fall was scanty. Want of rain was also felt later in the season, and the spring crops suffered in consequence. Some damage was done to these crops about the time of harvesting by hail and rain.

United Provinces (38,114,000 acres)—General rain sufficient to give a start to the sewing of autumn crops was received in the last week of June. In July the falls were ample and well distributed. In the western divisions and in Bundelkhand the rainfall in August was sufficient, but that in September was rather excessive. The reverse was, however, the case in the eastern submontane districts, where the August rainfall was excessive causing extensive floods, but the falls in

September were scanty. The months of October and November were practically rainless. The floods in August and the drought in September, October, and November seriously damaged the standing crops in the eastern districts; but the clear weather did much good to the cotton crop, the outturn of which was unusually heavy on an unusually large area. Apart from the tracts where the crops first suffered from floods and then from drought, the yield of sugarcane and of the autumn crops was on the whole exceptionally good. The winter rains were late; when they arrived in February, they were beneficial to almost all crops, but continued wet and cloudy weather produced rust and fungoid diseases. The yield of the spring crops was therefore not so good as had been estimated at the end of February: wheat suffered most and other crops to a less extent.

Panjab (27,764,000 acres)—Rainfall was rather deficient in July and early August. The monsoon, however, gave abundant rain throughout the Delhi Division and in some of the submontane districts. Elsewhere good rain at the end of August and in the first fortnight of September proved beneficial to sugarcane and cotton. Strong winds and heavy rains in September caused some damage to cotton and sesamum in places, but they left an abundance of moisture in the soil for the sowing of wheat and spring oilseeds. General and well-distributed rain received in almost all the districts in December, January, February, and March proved beneficial to the crops.

North-West Frontier Province (2,558,000 acres)—The rainfall up to June was on the whole good and timely. In August and September the deficiency of rain in Peshawar and Kohat and its excess in Hazara greatly interfered with the sowings of wheat and oilseeds, which were, however, facilitated by the winter rains which set in in the third week of December. Good rain in February proved beneficial throughout the province.

Sind (8,662,000 acres)—Late opening of the canals in Thar and Parkar and floods in Sukkur and Khairpur interfered with the sowing of cotton; but the season was otherwise generally favourable. Sesamum suffered through adverse winds and insects in places. Wheat and rapeseed were sown under favourable inundation, but suffered later on through hail and rain which curtailed outturn.

Bombay (30,435,000 acres)—Favourable early rains led to an extended cultivation of cotton. Both the sesamum and cotton crops, however, suffered somewhat through excess of rain in Gujarat and Khandesh, and through its deficiency and also through disease in Karnatak and east Deccan. Wheat and spring oilseeds were sown under seasonable rainfall; but the crops suffered through deficient later rains in parts of Deccan and Karnatak, and through cloudy weather and frost in parts of Gujarat and Khandesh; and the December rain induced rust in Karnatak. Rain and hail in February were injurious in North Gujarat.

Central Provinces and Berar (27,321,000 acres)—Rainfall in June and July was ample and well-distributed. Heavy and continuous rain with consequent floods, however, damaged the cotton and sesamum crops in certain places; but timely breaks in August and September facilitated weeding, and gave opportunity for sowing the late variety of sesamum. Heavy showers were again received in the first week of October, which, though somewhat injurious to cotton and sesamum, left sufficient moisture in the soil for the sowings of linseed and wheat. Light local showers were received during November in certain districts. In December there was no rain in the Nerbudda valley and the Vindhyan districts, but elsewhere it was fairly well-distributed. Rain and hail

during February damaged the crops slightly in several districts. Towards the end of March, showers fell in a few districts. The rain brought with it a few hail-storms and caused rust in parts of the Northern districts. Damage to crops was, however, neither serious nor extensive.

Madras (33,499,000 acres)—Rainfall was seasonable for rice, groundnut, and indigo, but for cotton, sugarcane, and sesamum, the season was less favourable owing to deficient water supply.

Burma (15,653,000 acres)—Rainfall was generally deficient at the commencement of the season. Middle rains were scanty, but later rains were beneficial.

GENERAL SUMMARY OF TRADE

In the following statement the value of the trade of India for the year ending March 31st, 1907, is compared with the value of the trade in each of the preceding four years. The values are stated in rupees and exclude Government transactions in both merchandise and treasure :—

	1902-03	1903-04	1904-05	1905-06	1906-07
Exports—					
Foreign merchandise re-exported	2,93,56,632	3,32,61,864	3,37,30,729	3,52,87,350	3,49,10,338
Indian merchandise	125,87,97,016	149,63,33,958	154,14,12,715	158,17,91,642	173,07,04,827
Gold	3,67,73,923	3,80,26,776	3,69,85,896	5,29,09,830	3,67,73,424
Silver	5,13,26,185	4,24,44,954	4,38,99,760	1,15,87,739	2,03,56,652
Total exports	137,62,53,756	161,00,67,552	165,60,29,100	168,15,76,561	182,27,45,241
Imports—					
Merchandise	78,78,79,084	84,82,32,930	96,67,82,884	103,06,56,602	108,30,69,144
Gold	13,14,66,553	20,13,11,752	21,81,19,745	14,74,29,715	18,47,07,817
Silver	12,10,90,721	11,81,20,869	11,21,55,553	6,17,83,175	8,73,02,041
Total imports	104,04,36,358	116,76,65,551	129,70,58,182	123,98,69,492	135,50,79,002

The **grand total** of imports and exports combined was therefore R317·78 crores (211·85 millions sterling) as against R292·14 crores (194·8 millions sterling) in 1905-06, the increase being one of R25·64 crores or 8·77 per cent. This includes some R3·5 crores of foreign merchandise re-exported but excludes some R4·3 crores of material imported by Government for State Railways.

Exports represented 57·36 per cent of this grand total, and amounted to R182·27 crores (121·5 millions sterling) as against R168·15 crores in the previous year. The increase was therefore one of R14·11 crores, represented an advance of 8·4 per cent on the figures for 1905-06, and formed 55 per cent of the grand total increase in trade.

Imports had a total value of R135·51 crores (90·3 millions sterling) as against R123·98 crores (82·7 millions sterling) in the previous year, the advance in this case being one of R11·53 crores (7·68 millions sterling) or 9·3 per cent and contributing 45 per cent of the grand total increase in trade.

The **exports of Indian Merchandise** rose from R158·18 crores to R173·07 crores (£11·54 millions), the increment being R14·9 crores or slightly over 9 per cent. India is primarily an agricultural country, and the rise and fall of her exports and of her power to import depends almost entirely on the success of her crops.

The **re-exports of Foreign Merchandise** declined from R352·8 lakhs to R349·1 lakhs, the decline amounting to R3·7 lakhs or slightly over 1 per cent.

Imports of merchandise increased from R103·06 crores to R108·3 crores (£72·2 millions), the increase being R5·24 crores or 5·08 per cent.

Imports of Treasure rose from R31·65 crores to R44·58 crores, the difference being R12·93 crores or 40·8 per cent. Of this increase, about R6·65 crores (62 per cent) arose in imports on Government account, while imports on private account contributed some R6·28 crores, equal to 30 per cent of the previous year's figures.

Bengal the total movement of merchandise rose from R112·52 crores to R120·91 crores, the difference being R8·39 crores and representing 7·45 per cent on the figures for 1905-06. The exports rose from R70·62 crores to R78·9 crores, the difference being R8·28 crores or 11·7 per cent. Imports rose from R41·9 crores to R42 crores, the difference being R10 lakhs, or about ¼ per cent ; and this increase is independent of the fact that the trade of Eastern Bengal and Assam formerly included in the Bengal figures are now for the first time recorded separately. The total figure for the previous year was about R3·18 crores, so the increase is R1·1 crores or 34·73 per cent. The total sea-borne trade of the new province in private merchandise had a value of R4·28 crores, of which R3·9 crores were Exports and R38 lakhs Imports.

Bombay was the only province in which the total value of merchandise received and exported showed a decline. The value fell from R85·02 crores to R83·39 crores, the difference being R1·63 crores or something under 2 per cent. This decline resulted from a fall of R3·17 crores in Exports, offset in part by a rise of R1·54 crores in Imports.

Sind's total movement of merchandise increased from R20·14 crores to R25·21 crores, the difference of R5·07 crores being made up of R4·34 crores in respect of Exports and R73 lakhs in respect of Imports. The rate of increase was 38 per cent in Exports and less than 9 per cent in Imports.

Madras returns a total trade of R26·48 crores which is greater by R3·11 crores or 13 per cent than in the previous year. Her Exports improved by 11·7 per cent to R17·41 crores and her Imports by 16·6 per cent to R9·06 crores.

Burma's sea-borne trade in merchandise rose by R87 lakhs or 3·7 per cent to R24·58 crores, of which R15·21 crores was Exports and R9·37 crores Imports, but while Imports showed an improvement of 14·7 per cent, the Exports were less by 2 per cent than in the previous year.

Among **Exports of Indian Merchandise** the most notable increase is that of R14·39 crores in Class VI, *Raw Materials and Unmanufactured Articles*, which represents about 47 per cent of the total Exports of Indian Merchandise. The total value in this class was R81·53 crores or 21·4 per cent more than in the previous year. In 1894-95, 1897-98, and 1900-01 *raw Jute* exceeded cotton, but this was due to widespread failure of the latter crop. But 1906-07 is the first year in which Jute exports can be said to have exceeded cotton in value under equal conditions. Raw jute had a value of nearly R26·84 crores as against *Cotton* R21·96 crores. The increase amounted to R9·71 crores or more than 56 per cent on the figure for 1905-06. Jute, this year, represents 32·9 per cent of the Exports of Indian raw materials, Cotton taking second place with 26·9 per cent. The increase in Cotton was a substantial one of R63·27 lakhs, which represents an advance of nearly 3 per cent on the previous year. *Seeds* amounted to R13·02 crores which represents 16 per cent of the Exports of Indian merchandise and marked an advance of R2·41 crores or nearly 23 per cent on the figures

for 1905-06. This, however, is still considerably short of the record exports of seeds—R14·41 crores in 1904-05. The largest single advance has taken place in *raw hides*, which had a value of nearly R6·41 crores as against R5·23 crores in 1905-06. The increase here is one of 22·47 per cent or R1·17 crores. It must be borne in mind that the marked rise in prices of Jute and of Hides contributed largely to these increases of value. *Raw skins* on the other hand declined by R37·6 lakhs to R4·48 crores.

Among the **Exports of Indian Manufactures,** *Jute goods* again took the first place as in 1905-06, and had a value of R15·71 crores as against R12·44 crores in the previous year, the increase being one of 26 per cent. *Cotton manufactures* declined from R14·42 crores to R12·16 crores, the fall amounting to R2·25 crores or 15·5 per cent. The class of cotton goods in which the largest decline took place was *Yarns* which fell by R1·99 crores to R10·39 crores. *Piecegoods* fell by R21 lakhs to R1·65 crores and *other cotton manufactures* by R5·3 lakhs to R11·8 lakhs. It must, however, be remembered that a considerable part of this shrinkage arose not from any failure of demand abroad—though this also counted for a good deal in the later months—but to great activity in the internal markets. The Exports of *Lac* continue to increase and in the past year have grown, by nearly R26·9 lakhs or 8 per cent, to a total of R3·37 crores. And the increase of R61·12 lakhs in the exports of *Tanned Skins*, which brings the total to R2·72 crores, more than accounts for the decline in Raw skins alluded to above. These together indicate a real improvement in the industrial position. *Tanned Hides* also showed a substantial increase of R18·16 lakhs, bringing the total value of this article to about R1·73 crores. The exports of Hides and Skins, Raw and Tanned, then, rose from R13·75 crores to R15·34 crores, the increase being one of R1·59 crores or more than 11·5 per cent.

The total value of **Exports of Indian Articles Manufactured and Partly Manufactured** rose by R2·16 crores or 6 per cent and amounted to R37·84 crores.

In Class II, **Articles of Food and Drink,** there was a net falling-off of R2·07 crores, the total value being about R40·25 crores as against R42·32 crores in the previous year. The only article in this class which showed an increase was *Tea*, which rose from R8·84 crores to R9·86 crores. The increase is one of nearly R1·02 crores or 11·5 per cent. The largest decline was in *Wheat and Wheat Flour*, which lost nearly R1·33 crores as compared with 1905-06, and had a total value of only R7·84 crores. The statistical year, however, closes while the present crop is in process of being shipped, and it is a full one. *Rice*, with its high value of R18·52 crores, shows a decline of some R11 lakhs; but there is reason to believe that an increase in internal consumption and stocks has contributed largely to this contraction.

The **Exports of Metals and Manufactures thereof** have grown in a single year from R54·26 lakhs to R97·18 lakhs. The increase is one of R38·92 lakhs, of which R27·74 lakhs are contributed by *Manganese Ore* alone with a total of R70·88 lakhs.

Chemicals, Drugs, etc., have advanced by R10 lakhs upon R11·44 crores, bringing the total to R11·54 lakhs.

In **Exports of Oils** there has been a marked decline of R11·82 lakhs, R5·78 lakhs of which was in the mineral class and R6·04 lakhs in the vegetable class. The total value of R69·86 lakhs is to be compared with R81·68 lakhs in 1905-06 and R1 crore in 1904-05.

In the **Exports of Foreign Merchandise** there has been a decline of ₹3·77 lakhs. The total of ₹3·49 crores is, however, to be compared also with the figures for 1904-05 on which they show an advance of ₹11·79 lakhs.

The largest single item in this class is as usual *cotton manufactures* (including *twist and yarn*), with a total of ₹1·31 crores which is less by ₹9·26 lakhs than in 1905-06 and ₹2·66 lakhs in 1904-05.

In *Metals and Hardware*, an increase of ₹10·94 lakhs brings the total value to ₹42·1 lakhs.

Raw wool has risen by ₹3·77 lakhs to ₹29·58 lakhs, *Provisions* by ₹3·52 lakhs to ₹20·92 lakhs, and *Apparel* by ₹1·99 lakhs to ₹16·64 lakhs. In *Oils*, *Sugar*, and *Other Articles* there were declines of ₹2·99 lakhs, ₹5·57 lakhs, and ₹6·17 lakhs respectively.

The increase in **Total Imports** has already been recorded.

The largest class of imports is that of **Articles Manufactured and Partly Manufactured**, which represent nearly 55 per cent of the total Imports, and in which the total has this year declined from ₹59·85 crores to ₹59·19 crores. The loss of ₹65·8 lakhs represents about 1·1 per cent of the previous year's figures. In the *Cotton Goods* section of this class, the decline was one of ₹1·3 crores or 3·5 per cent, and the total value fell from ₹36·95 crores to ₹35·64 crores. Most of this fall occurred in *White Goods* which receded by ₹1·09 crores to ₹7·38 crores, while *Grey Goods* fell by ₹22·49 lakhs to ₹18·7 crores and *Yarn* by ₹20·2 lakhs to ₹3·22 crores. *Coloured Goods* alone showed a small improvement at ₹9·55 crores.

Imports of **Articles of Food and Drink** increased by ₹1·12 crores to ₹15·71 crores and this increase was due mainly to *Sugar* and *Spices*. The imports of sugar rose by ₹96·36 lakhs to above ₹8·73 crores, while spices advanced by ₹33·87 lakhs to about ₹1·44 crores. *Salt* also improved by slightly over ₹1 lakh and stands at ₹66·76 lakhs, which, however, compares ill with ₹71·12 lakhs of 1904-05. *Alcoholic Liquors* all showed declines aggregating about ₹16·17 lakhs or 8 per cent of the figures for 1905-06.

Imports of **Chemicals, Drugs, Medicines, etc.**, show no very remarkable features, but record a net increase of ₹13·54 lakhs, bringing the total to ₹3·1 crores. *Drugs and Medicines* were greater at ₹78·01 lakhs, *Tobacco and Opium* at ₹69·37 lakhs, and "*Other Dyeing and Tanning Materials*" at ₹19·73 lakhs, while *Chemicals* at ₹68·75 lakhs and *Alizarine and Anilines* at ₹74·92 lakhs each showed a slight decline.

The imports of **Raw Materials** have fallen away from ₹4·86 crores to ₹4·39 crores in spite of an advance of ₹16·36 lakhs in *Coal and Coke* which are recorded at ₹47·97 lakhs.

The imports of **oils** advanced from ₹2·44 crores to ₹2·76 crores, and of the difference of ₹32·31 lakhs, ₹19·09 lakhs are accounted for by *Mineral Oils* with a value of ₹2·42 crores and ₹13·22 lakhs are contributed by *Other Oils*, totalling ₹34 lakhs.

IMPORTS OF MERCHANDISE

The total value of the imports of merchandise continues to grow, and in 1906-07 it amounted to ₹108·31 crores. This constitutes a further advance of ₹5·24 crores or 5 per cent on the figures of the previous year. The following statement compares the value of the imports in 1906-07 with the average

annual value of imports in the previous year and in the five preceding quinquennial periods, the unit being 1,000 :—

	₹
Average, 1880-81 to 1884-85	50,63,14
„ 1885-86 to 1889-90	61,19,76
„ 1890-91 to 1894-95	68,47,04
„ 1895-96 to 1899-1900	69,89,38
„ 1900-01 to 1904-05	83,61,72
1905-06	1,03,06,57
1906-07	1,08,30,69

The value of each of the seven classes in which the articles are grouped in the trade accounts was in **thousands of rupees:**

	1903-04	1904-05	1905-06	1906-07
Animals, living (mostly horses)	53,63	59,28	49,41	46,60
Articles of food and drink	11,69,47	13,08,65	14,58,61	15,71,48
Metals and manufactures of metals, hardware and cutlery, machinery and millwork, railway plant and rolling stock	16,31,13	17,13,50	17,85,67	22,65,88
Chemicals, drugs, medicines, and narcotics, and dyeing and tanning materials	2,75,08	2,80,41	2,97,27	3,10,81
Oils	3,60,41	3,49,31	2,44,46	2,76,78
Raw materials and unmanufactured articles	3,88,92	4,22,41	4,86,13	4,39,81
Articles manufactured and partly manufactured	46,03,68	55,34,27	59,85,01	59,19,33

Of these, the class **Articles manufactured and partly manufactured** represents the largest sum, and in it there was a net decline of ₹65·68 lakhs sufficiently accounted for by the loss of ₹152·56 lakhs in cotton manufactures and ₹37·37 lakhs in woollens. The third class, **Metals and manufactures thereof**, comes next in importance, and in it the net increase is one of ₹480·21 lakhs or 26·9 per cent on the figures for the previous year. Of this sum, ₹253·52 lakhs is contributed by **railway material** alone which has a value of ₹415·78 lakhs. **Machinery** after advancing steadily for some years took a stride of ₹87·32 lakhs (or 17·73 per cent) to a total of ₹579·89 lakhs. **Metals** increased by ₹99·89 lakhs to ₹1,004·16 lakhs and **Hardware and Cutlery** by ₹39·48 lakhs to ₹266 lakhs. In the second class, **Articles of food and drink,** there was an increase of ₹112·87 lakhs or 7·74 per cent. Of this rise, 85 per cent was derived from **sugar** which increased by ₹96·36 lakhs, or a further 12·4 per cent, to a total of ₹37·38 lakhs. Imports of **wheat** receded to ₹11·39 lakhs. **Provisions** improved from ₹238·56 lakhs to ₹242·33 lakhs. In the fourth class, **Chemicals, etc.,** there was a net gain of ₹13·54 lakhs, of which ₹9·57 lakhs was contributed by camphor. The net increase of ₹32·32 lakhs in **Oils** was due to an expansion of ₹19·1 lakhs in mineral oil from the United States and Sumatra, and of ₹11·9 lakhs in vegetable oils, mainly cocoanut. The sixth class, **Raw materials, etc.**, shows a net decline of ₹46·32 lakhs due to contraction in precious stones and pearls, in raw silk, and in raw cotton offset in part by an increase of ₹16·36 lakhs in imports of coal.

ARTICLES OF FOOD AND DRINK

The value in rupees during the last three years of the principal articles in this group have been—

	1904-05	1905-06	1906-07
Sugar	6,90,27,319	7,77,45,199	8,73,81,114
Provisions	2,16,57,985	2,38,56,186	2,42,33,411
Liquors	1,87,39,733	2,01,78,125	1,85,63,828
Spices	1,03,23,550	1,10,05,884	1,43,92,903
Salt	71,12,979	65,71,870	66,76,081
Tea	18,96,015	18,34,928	16,14,880

Sugar represents 52·07 per cent of the total value of the articles of food and drink imported into India, and retains the place which it assumed in 1904-05 as the second largest single article of importation.

The sugar trade throughout the world in 1906 was spared those marked vicissitudes that were present in the two previous years, and was one of low but fairly constant prices. The large shipments to India counted for a great deal in steadying the markets. Consumption, moreover, showed great adaptability, responded to the easy terms offered, and rapidly absorbed the large surplus left over from the campaign of 1905. Heavy buying for America together with political unrest in Cuba hardened the market in August, but the intervention of the United States removed anxiety and brought prices back to their earlier level. Towards the end of the Indian financial year, Cuba was again a factor in the values of sugar, as there were contradictory reports as to the crop and adequacy of the labour supply. The failure of a large section of the Argentine crop and her consequent heavy purchases of raw sugar for refining, helped to stiffen prices, but in the end they gave way in the face of increasing Cuban figures, and first products beet closed at 9*s*. 3*d*. The price of 88 per cent beet sugar f. o. b. Hamburg was about 8*s*. 5*d*. in April 1906, which is below cost. Refined beet in Calcutta at the same time was quoted at rates equal to 11*s*. 7*d*. per cwt, while the price in Bombay was 12*s*. 1*d*., and in Karachi 11*s*. 10*d*. Mauritius sugar in Bombay was at the parity of 11*s*. 5*d*. The highest for 88 per cent sugar in London was 9*s*. 7½*d*. reached in September, while in Karachi refined sugar touched 12*s*. 4*d*. in October, and Calcutta was at 12*s*. 7*d*. in November. Throughout the statistical year, Bombay remained steadily at 12*s*. 1*d*.

It will be seen from the statistics given below that the imports of sugar have very largely exceeded earlier records both in quantity and value. This was no doubt due in part to the failure of the cane crop in Northern India ; but there can be no reasonable doubt that even in the presence of a full crop and in the face of an agitation for the preference of native sugar, the low prices at which good beet sugar has been offered in the past year would have commanded the attention of the Indian buyer.

The arrivals of beet and cane sugar in each of the last five years are shown in the following statement. It designates the countries from which the sugar was shipped to India : not necessarily those in which it was produced or refined. Until 1902-03 it was assumed, for statistical purposes, that the imports from the United Kingdom consisted of cane and beet in equal proportions. Since 1903 the division has been made in accordance with the declarations of origin, so for the first time the following statement is in this respect homogeneous in its terms :—

	1902-03	1903-04	1904-05	1905-06	1906-07
	Cwts	Cwts	Cwts	Cwts	Cwts
Cane—					
Mauritius . .	1,915,664	2,616,655	1,823,675	2,013,012	2,310,023
China . .	568,601	348,898	285,027	130,628	51,279
Java . .	573,666	1,335,548	2,091,508	1,686,003	3,304,397
Straits . .	207,937	229,993	211,040	150,875	40,745
United Kingdom .	157,398	585,412	70,896	106,360	109,775
Other Countries .	106,412	368,872	351,163	176,920	110,660
Total .	3,529,678	5,485,378	4,833,309	4,263,798	5,926,879

	1902-03 Cwts	1903-04 Cwts	1904-05 Cwts	1905-06 Cwts	1906-07 Cwts
Brought forward	3,529,678	5,485,378	4,833,309	4,263,798	5,926,879
Beet—					
Austria-Hungary	888,018	299,259	1,441,240	2,340,717	1,617,160
Germany	145,666	7,205	176,488	712,440	2,001,316
United Kingdom	157,398	51,865	50,452	177,682	67,267
Other Countries	266,435	194,408	48,308	201,554	118,091
Total	1,457,517	552,737	1,716,488	3,432,393	3,803,834
Total sugar, excluding molasses and confectionery.	4,987,195	6,038,115	6,549,797	7,696,191	9,730,713
Value R	4,76,98,243	5,77,23,413	6,71,08,487	7,50,02,109	8,18,28,277

While it is true that beet sugar dominates the Indian markets, it does so only on account of its level of prices. In the quantity imported, cane sugar largely predominates; and the fact that even at the present prices a well-equipped cane country can maintain the contest with beet, offers a lesson both of encouragement and of discouragement to India as a producer. It shows what can be done by a cane industry embodying all the most modern practice, but it also shows that even if beet sugar were out of the market, the Indian industry with its primitive methods would—except in the recesses of the Continent—be at the mercy of Java and Mauritius. It is estimated that cane sugar represented 40·9 per cent of the world's supply of commercial sugar in 1906 as against 39·9 per cent in 1905, but in the importations into India, it represented in the year under review 60·9 per cent as compared with 55·4 per cent in 1905-06.

The chief external **sources** of cane sugar are Java and Mauritius, while Germany and Austria-Hungary supply the mass of the beet sugar.

The imports of **sugar of both kinds** together expanded by 2,034,500 cwts in quantity and R68·26 lakhs in value. This represents an increase of 26·44 per cent in quantity and 9·1 per cent in value with a net decline of 13·71 per cent in specific value.

In **cane sugar** the increase was one of 1,663,081 cwts or 39 per cent in quantity and R54·07 lakhs or 12·5 per cent in value with a loss of 19 per cent in specific value.

In **beet sugar** the increase amounted to 371,183 cwts or 10·82 per cent in quantity and R14·19 lakhs or 4·47 per cent in total value, the fall in specific value being 5·73 per cent.

Of the refined sugar, Java, which in 1905-06 ceded the premier place to a beet country Austria-Hungary, resumes it with a quantity largely exceeding that ever before imported from a single country. She supplied in fact nearly 31 per cent of the entire arrivals. The other cane country, Mauritius, follows with 24·61 per cent of the total. Austria-Hungary, diminishing her contribution by nearly 723,500 cwts, drops to the fourth place with 17·53 per cent of the total; and Germany, with the largest arrivals she has yet recorded, takes third place with 21·7 per cent. In the first quarter of the year the largest quantities came from Germany and Austria, which contributed 1,403,400 cwts and 666,800 cwts respectively, while Mauritius sent only 478,400 cwts and Java 43,000 cwts. In July there was a marked falling-off in European shipments and a corresponding advance in the arrivals from the cane countries; and in August, Java with 518,000 cwts took the first place which she retained for four months. In the

second quarter, the receipts from the cane countries were—Java 1,161,400 cwts and Mauritius 340,800 cwts with Germany at 515,700 cwts and Austria 96,500 cwts. On the half year the beet countries held the lead with 2,856,600 cwts against 2,520,700 cwts of cane sugar; but in the succeeding quarter Java raised her total on the nine months to 2,288,700 cwts with Mauritius coming up at 1,532,200 cwts, while Germany with 1,991,500 cwts was rapidly losing her place through dwindling eastern shipments and Austria with 1,061,100 cwts had at the end of the calendar year already assumed the fourth place ascribed to her by the twelve-months' figures given in the statement above. In January she made the largest consignments received from any country in a single month of the last quarter but those from Java were better sustained, and Mauritius on the three months greatly improved her position in respect of all competitors. The following statement summarises the monthly imports of cane sugar and of beet sugar during the year 1906-07:—

		Cane			Beet		
		Quantity Cwts	Value ₹	Average value ₹	Quantity Cwts	Value ₹	Average value ₹
April	1906	246,443	21,34,216	8·7	808,524	70,87,788	8·8
May	„	278,484	23,23,220	8·3	838,250	73,78,763	8·8
June	„	168,987	13,66,949	8·0	578,010	49,11,089	8·5
July	„	397,649	31,18,497	7·8	217,801	18,25,015	8·4
August	„	716,986	53,46,096	7·5	301,076	26,11,464	8·7
September	„	714,104	57,15,751	8·0	112,902	10,09,554	8·9
October	„	1,021,400	82,63,100	8·0	66,182	6,19,763	9·4
November	„	704,434	60,82,266	8·6	97,509	8,86,806	9·0
December	„	305,860	26,97,150	8·8	212,422	18,02,813	8·4
January	1907	683,922	57,76,231	8·4	386,676	33,93,352	8·8
February	„	281,304	23,47,983	8·3	100,929	9,00,091	8·9
March	„	407,306	34,76,824	8·5	83,553	7,53,496	9·0
TOTAL		5,926,879	4,86,48,283	8·2	3,803,834	3,31,79,994	8·7

Provisions—This term as applied to foreign merchandise covers a number of heads, and several of these are of a very comprehensive character, though of relatively small amount. **Dried fruits,** for instance, represent a value of ₹71·3 lakhs, and consist mainly of **almonds,** but the term covers many other fruits imported in smaller quantities. The largest single item under Provisions is that of **dates** which now represent a total value of nearly ₹48·4 lakhs. This is an advance of nearly 8 per cent on the quantity in the previous year, but it results from a rise of 14·7 per cent in the specific value of the article taking effect of a quantity diminished by 6 per cent to 814,781 cwts. The trade in **salted fish** receded to ₹22·85 lakhs as compared with ₹30·9 lakhs in 1905-06. The steady increase in the imports of foreign **biscuits** is an example of the acquisition of new tastes by the people of India. So far is the establishment of certain biscuit factories in India from having injured the import business that it has probably familiarised the purchasing public with an article formerly unknown and so extended the demand. A recent enquiry made in a number of districts in Bengal elicited the fact that a demand for biscuits of various kinds existed in all. The comprehensive category of "**other sorts**" of provisions increased to ₹76 lakhs which marks an increase of 7 lakhs or 10 per cent, while the value of the whole class was ₹242·33 lakhs against ₹238·56 lakhs in 1905-06.

Salt—The important points about Salt in India in recent years are the successive reductions of salt duty and the growth in consumption. These have been as follows :—

	Duty		Consumption tons	Increase, per cent
	British India, excluding Burma	Burma		
1902-03 . .	R2-8 and R2	R1	1,346,830	3·05
1903-04 . .	R2	„	1,381,344	2·56
1904-05 . .	R2 and R1-8	„	1,437,499	4·07
1905-06 . .	R1-8	„	1,496,186	4·08
1906-07 . .	R1-8 and R1	„	1,582,784	5·79
1907-08 (2 months)	R1	„	393,085	...

In 1906-07 as in the previous year there was a decline in the quantity of salt imported, but it amounted to only ·35 per cent and was accompanied by an increase of about 1·6 per cent in total value. The actual figures were 462,891 tons and R66·76 lakhs against 464,531 tons and R65·72 lakhs in 1905-06. The decline is to be ascribed mainly to the boycott of foreign goods and the success with which obstacles have been opposed to the supply of imported salt to would-be buyers up-country. The price of Liverpool salt ex-warehouse in Calcutta was R51 per 100 maunds (8,271 lbs) in April 1906, it rose to R54 in May, gradually receded to R47 in September, stood at R50 in October, and subsided again to R47 in February and remained at that figure till the close of the financial year.

Liquors are statistically distinguished as malt-liquors, spirits, and wines. In all three classes there was a decline both of quantity and of value. The following statement summarises the trade of the last two years :—

	1905-06		1906-07	
	Gals	₹	Gals	₹
Malt-liquors . .	5,011,357	63,24,287	4,926,513	60,58,336
Spirit . .	1,650,226	1,08,78,491	1,585,689	98,65,664
Wine . .	341,669	29,75,347	329,318	26,39,828

In **Beer** the decline is one of 1·75 per cent in quantity and 4·27 per cent in total value, the difference marking a fall of 2·7 per cent in specific value. While this decline of average value is due in part to the increased popularity of those light beers originally produced by Germany, it is noticeable that the United Kingdom has now adapted herself to the demand and did 91·66 per cent of the beer trade in 1906-07, while Germany contributed about 6·9 per cent and other foreign countries about 1·44 per cent.

It must be borne in mind however that these import figures do not represent the consumption of beer in India, seeing that in 1906 Indian breweries produced 5,599,900 gallons. This, however, marks a further subsidence of 395,000 gallons in Indian production, and brings the total decline in the last three years to 619,800 gallons or 9·96 per cent.

The same factor of indigenous production must be kept in view in respect of **spirits.** The following statement shows the totals in gallons of all spirits including liqueurs and methylated and perfumed spirits imported from the several principal countries :—

	1904-05	1905-06	1906-07
From United Kingdom . .	722,350	837,094	828,957
„ France	252,815	281,320	257,073
„ Germany	195,579	209,006	226,055
„ Other countries . . .	253,054	322,806	273,604
TOTAL	1,473,798	1,650,226	1,585,689

The quantities of spirits issued from Indian distilleries were 8,744,302 gallons in 1904-05 and 9,288,013 gallons in 1905-06.

The potable spirit imported from "other countries" is chiefly arrack from Ceylon, rum from the Straits and Java, and gin from Holland.

The quantities of the principal descriptions of potable spirits imported were (in gallons):

	1904-05	1905-06	1906-07
Whisky	589,723	653,922	646,495
Brandy	372,723	406,608	334,408
Gin	76,131	79,071	68,452
Rum	70,609	84,619	70,946
Other sorts	193,812	186,515	179,272
TOTAL	1,302,998	1,410,735	1,299,573

The decline in the imports of **wines** which had been continuous for some years was interrupted in 1905-06, but during the year under review it re-appeared and the quantitative decline of 3·61 per cent was accompanied by a contraction of 11·28 per cent in total value at R26·4 lakhs. The difference in percentage marks a loss of 7·95 per cent in the average value per gallon, which is now R8·016 against R8·708 in the previous year.

There has been a further increase of 6 per cent in the quantity of **spices** imported into India during 1906-07, and a marked advance of 30·8 per cent in the total value which now stands at R144 lakhs. Of this **betelnuts** with a total of 51,623 tons represent R115·35 lakhs, which is 51·8 per cent higher than in 1905-06. Of this total 83·9 per cent are derived from the Straits Settlements and 60 per cent are received at Calcutta, 22 per cent going to Madras. Of **cloves** from Zanzibar the total quantity imported was 1,829 tons with a value of R15·29 lakhs. This marks a decline of 42·8 per cent in quantity and about 28·5 per cent in value, the price having improved by about 24·6 per cent.

Tea—The imports of foreign tea, which includes tea from Ceylon, declined in quantity by 29·4 per cent to 2,683,875 lbs and in value by 12 per cent to R16·15 lakhs. This is to be accounted for by the shortage in the Ceylon crop and in China's general shipments and by the full crop in this country. The average value of the imported tea rose by nearly 24 per cent to annas 9 pies 7 per lb. In teas from Ceylon, the advance of price to annas 6 per lb was small, but in China teas, the average rate rose by nearly 30 per cent to annas 13·12 per lb. The imports from Ceylon dropped by about 929,000 lbs or 53·3 per cent to 812,900 lbs, while China tea receded by 22·8 per cent to 1,064,500 lbs, green tea declining by 17·6 per cent to 912,600 lbs. Estimates of re-exportation must be taken with some reserve, for it is known that, more especially on the land routes, foreign tea is not always accurately distinguished from Indian tea. But if the figures be accepted as correct, 501,577 lbs were re-exported by sea and 691,488 lbs by land, making a total of 1,193,065 lbs of which 60·8 per cent was black tea. On the average of the last five years it would appear that some 8,244,000 lbs of foreign tea are yearly retained for consumption in India.

METALS AND MANUFACTURES OF METALS

The imports of **Hardware and Cutlery** represent 11·74 per cent of the total imports of metals and manufactures of metals. From the following statement it

will appear that they have increased in value by R39·48 lakhs or 17·42 per cent in the last year :—

	1904-05	1905-06	1906-07
	₹	₹	₹
Cutlery	14,95,436	14,05,128	14,08,040
Agricultural Implements	7,85,577	8,29,758	10,55,914
Other implements and tools	11,33,090	13,24,443	16,56,825
Enamelled ironware	17,00,785	13,23,689	18,78,959
Sewing machines	10,06,625	10,86,095	11,79,722
Unspecified hardware	1,76,70,954	1,66,88,216	1,94,25,763
TOTAL	2,37,92,467	2,26,57,329	2,66,05,223

Unfortunately the heading is so composite and comprises articles of so heterogeneous a nature that it is impossible to show briefly in what measure the general rise in the specific value of metal articles has contributed to this rise. It is clear, however, that no such enhancement of value would account for the increase of 41·9 per cent in the imports of enamelled ironware. This item now assumes for the second time the premier place among the specific classes, and its expansion has peculiar interest, for it marks the extent to which the people have been compelled by the high levels of copper and brass to replace their distinctive domestic utensils of that metal with German and Austrian ware. These may be seen in the distant interior. Their adoption marks a departure from immemorial habits and must have affected many of the traditional operations in many thousands of houses. Of this trade Germany now does 68 per cent as against 54 per cent in 1905-06, and Austria, which was supreme in it till two years ago, has receded from 42 per cent in the previous year to 23·5 per cent.

In cutlery the increase in value is so small as probably to have accompanied a decline in quantity; but the expansion of 27 per cent in the value of Agricultural Implements almost certainly implies an increase in quantity. The value of unspecified hardware expanded by R27·37 lakhs or 16·4 per cent and this head covers Lampware which increased by R6·7 lakhs or nearly 40 per cent. The expansion in this item, like that in enamelled ware, is also symptomatic of a widespread adoption of new customs by the people, in the substitution of kerosene lights for the old metal lamps and vegetable illuminants on which they formerly relied. The steady growth in the imports of sewing machines has also significance of the same kind though in a less measure.

The share of the United Kingdom in the hardware and cutlery trade declined from 68·8 per cent to 65·9 per cent, but it showed an absolute increase of R19·65 lakhs or 12·6 per cent, while Germany's addition of 35·5 per cent or R11·12 lakhs to her total brought her share to 15·94 per cent of the whole arrivals. Although greater accuracy has been attained in classification of goods as to country of origin, it is probable that some part of the shipments from Belgium really emanated from Germany. The two countries conjointly increased their total by some R13·89 lakhs and now hold 21·8 per cent of the trade as against 19·4 per cent in the previous year. Austria-Hungary with a further decline now does only 4·73 per cent of the total, while Russia's share, as was the case last year, is negligible.

The imports of **metals** represent 9·27 per cent of the total value of imported merchandise. In 1906-07 the quantity declined from 548,938 tons to 547,746 tons, but the total value rose from R904·3 lakhs to R1,004·1 lakhs. The prices of metals have been so high during 1906-07 that it is not surprising to find a diminution in the quantities imported. In 1905-06 there was a quantitative increase of 9 per cent accompanied by a fall of 2·9 per cent in total value, and in last year's Review it was pointed out how unusual is a discrepancy of

such dimensions in so large and composite an item of trade. In that year iron and steel were cheap and therefore flowed to India in large quantities, while the sudden rise in the rates for some other metals, such as copper, excluded them from trade and from a statistical influence on average prices. In 1906-07 the prices of these dearer metals have been enhanced; but iron and steel dominate all other metals, and their prices considerably exceeded those in the previous year. Consequently in the year under review we find a quantitative decline of ·22 per cent accompanied by an increase of 11·04 per cent in total value, the average specific value of India's metal imports having risen by 11·29 per cent.

Copper—The imports of copper in 1904-05 formed 22·6 per cent of the value of metal imports. In 1905-06 it fell to 15·87 per cent, and in 1906-07 to 13·8 per cent. The rise which took place in the price of copper during 1905-06 was sufficiently striking; but it has been outdone by the enhancement recorded in the year now under review. The world's production of copper is estimated at some 712,000 tons, and not only is the consumption believed to be on a par with it, but the activity of the market leaves little doubt on the point. During March 1907, £109-10-0 was paid for Chili bars in London, as compared with £79-5-0 in March 1906. The highest price previously recorded was £101-0-0 in 1888, during the operations of the Secretan ring. This enormous rise is due to activity in many industries but mainly to the extended use of electricity. It compels resort to substitutes in all uses for which these are adaptable. It is natural that the Indian demand, so far as it reposes on the use of the metal for household utensils, should be depressed by such a rise and that the trade in enamelled ware should show the expansion recorded in another paragraph. The decline, which in 1905-06 amounted to 36·5 per cent in quantity and 32 per cent in value, has progressed in the last 12 months by a further 21·9 per cent in quantity and 2·9 per cent in value. There was therefore a rise of 24·4 per cent in specific value. Wrought copper now represents 93·14 per cent of the whole copper imports and while it declined by 20·17 per cent in quantity, the contraction in total value was only ·76 per cent, the gain in specific value being therefore 24·4 per cent. The actual receipts amounted to 197,416 cwts and R129·24 lakhs as compared with 247,295 cwts and R130 lakhs in the previous year. In unwrought copper the decline was 41·9 per cent in quantity and 26·25 per cent in value, the average value being R70·97 against R55·89 in 1905-06. Serious efforts to produce copper are being made in India and some 40 cwts were turned out in 1906-07.

Brass is also used for household utensils to a less but considerable extent and the total imports in 1906-07 amounted to 11,138 cwts and R7,56,502 against 10,783 cwts and R6,94,276 in the previous year. The increase was thus one of 3·3 per cent in quantity and 9·1 per cent in value. The specific value was thus higher by 5·5 per cent but it fell short by 8 per cent of the price level of five years before (*i.e.*, 1901-02) when the total value of the imports was R7,39,126. A Brass syndicate has been formed in Germany which commenced its activities by at once raising prices very considerably.

Iron and Steel—The exceptional activity that marked the iron and steel trades in 1905-06 increased in 1906-07, which will be remembered as remarkable in many ways. The consumption of the metals in ship-building, tinplates, galvanised sheets, constructional steel, cutlery, cycles and motor cars was entirely unprecedented, and the abnormal intensity of demand was especially marked in the United States. The price of pig iron is largely affected by those of ore and coke, and these have been extraordinarily high. The production and prices of

pig iron again govern the trade in the metal mart; and the output in 1906 made a further progressive record. It amounted to 59,900,000 tons as against 53,700,000 tons in 1905 and 44,965,000 tons in 1904. While Great Britain's contribution to the total increased in less ratio than that of the United States, it grew by 557,000 tons to a total of 10,149,000 tons, and a satisfactory feature was the improvement in the average output per furnace. The rate of expansion in the three principal countries may be seen from the following statement:—

	1904 Tons	1905 Tons	1906 Tons
United States . .	16,497,033	23,900,000	25,300,000
Germany . . .	10,103,941	11,000,000	12,400,000
United Kingdom . .	8,562,658	9,200,000	10,100,000
Total .	36,163,632	43,200,000	47,800,000

The price of Cleveland Warrants in the United Kingdom opened in 1906 at 55*s.* and closed at 62*s.*; but owing to low levels in the earlier part of the year (the price being about 47*s.*3*d* when the Indian statistical year began), the average price was only 53*s.*5½*d*—sufficiently in advance of the 49*s.*6*d* recorded in 1905.

The **price** of iron bars (Swedish rolled) in Calcutta had risen during 1905-06 from R7-12-0 to R8-4-0 per cwt, and in the course of the year under review it advanced (with the usual weakness in the monsoon) to R8-8-0 and closed at its highest.

The following statement gives the total values of the **Imports** of iron and steel distinctly and conjointly in each of the last five years:—

	Iron	Steel	Total
	₹	₹	₹
1902-03 . .	3,03,04,888	2,05,60,343	5,08,65,231
1903-04 . .	3,38,07,892	2,62,10,257	6,00,18,149
1904-05 . .	3,78,51,121	2,34,03,379	6,12,54,500
1905-06 . .	3,40,76,911	3,23,62,181	6,64,39,092
1906-07 . .	4,31,83,326	3,23,96,882	7,55,80,208

In 1905-06 iron had shown a decline and steel a large development. In 1906-07 steel, in spite of the enhancement of average value, advanced by only ·1 per cent, while iron pulled itself up by R91·06 lakhs or 26·7 per cent. The share of iron in the totals of the last three years has therefore been 61·8 per cent, 51·3 per cent, and 57·1 per cent.

The monthly importations of iron and steel respectively in 1906-07 compare as follows with the monthly average for the two previous years taken together, that average being taken as 100. It must be borne in mind that the trade is usually rather slack in the monsoon months:—

	Iron		Steel	
	Value	Percentage ratio	Value	Percentage ratio
Average monthly values of imports during 1904-05 and 1905-06	₹ 29,97,001	100	₹ 23,23,565	100
Imports in				
April 1906 .	31,61,962	105·5	27,39,304	117·9
May „ .	32,37,853	108·0	31,29,628	134·7
June „ .	27,56,937	92·0	22,96,896	98·8
July „ .	31,51,162	105·1	19,99,483	86·1
August „ .	33,18,274	110·7	19,07,004	82·1
September „ .	28,14,563	93·9	21,99,815	94·7
October „ .	38,30,132	127·8	32,28,860	139·0
November „ .	37,90,602	126·5	29,16,035	125·5
December „ .	33,75,042	112·6	22,63,920	97·4
January 1907 .	46,85,295	156·3	35,53,499	152·9
February „ .	41,13,548	137·3	27,07,868	116·5
March „ .	49,47,956	165·1	34,54,570	148·7

In a class of goods so composite and comprehensive as that under discussion it is not permissible to postulate constancy in the quantitative relations of one description to another or uniformity in the price movements of the various descriptions. For this reason little real value attaches to a calculation of the average value per cwt of total arrivals. It may be mentioned, however, that in iron there was a rise of 14·6 per cent, *i.e.*, from R7-3-5 to R8-4-4 per cwt, while in steel the advance was one of 8·8 per cent, *i.e.*, from R5-10-10 to R6-2-10.

From the statement below it will be seen that the arrivals from the United Kingdom increased by 52,604 tons or 18·7 per cent and now represent 63·78 per cent of the total quantity imported, as compared with 54 per cent in 1905-06. Her share in the total value rose from 61·5 per cent to 70·53 per cent or R5·33 lakhs. In iron she increased her shipments to India by 19·7 per cent and in steel by 12·4 per cent, while Germany and Belgium receded largely in both departments.

	Total			United Kingdom			Germany and Belgium		
	Iron tons	Steel tons	Total tons	Iron tons	Steel tons	Total tons	Iron tons	Steel tons	Total tons
Bars	30,330	70,138	100,468	8,762	11,216	19,978	19,643	58,166	77,809
Sheets and plates	3,353	68,089	71,442	677	48,116	48,793	2,668	19,962	22,630
„ „ galvanised	94,041	...	94,041	93,281	...	93,281	692	...	692
„ „ tinned	12,144	...	12,144	12,125	...	12,125	...	...	...
Hoop	3,118	19,357	22,475	2,048	14,545	16,593	1,065	1,051	2,116
Angle, bolt, and rod	3,537	...	3,537	969	...	969	1,974	...	1,974
Angle, channel, and spring	...	22,293	22,293	...	15,712	15,712	...	6,566	6,566
Beams, pillars, girders, and bridgework	10,312	46,204	56,516	9,918	21,559	31,477	311	24,639	24,950
Pipes and tubes	33,427	...	33,427	29,151	...	29,151	1,930	...	1,930
Nails, screws, rivets, and washers	14,134	...	14,134	3,347	...	3,347	6,527	...	6,527
Other sorts	56,699	35,967	92,666	50,532	11,761	62,293	5,118	23,728	28,846
Total for 1906-07	261,095	262,048	523,143	210,810	122,909	333,719	39,928	134,112	174,040
Total for 1905-06	235,517	285,014	520,531	176,222	104,893	281,115	50,143	174,967	225,110

The most notable increase in Great Britain's shipments occurred in *galvanised sheets and plates* which rose by 26,328 tons in spite of a rise of some 25*s* per ton in price. In this class the continent of Europe scarcely competes, but in *plain sheets and plates* Germany and Belgium were little inferior in 1905-06. In the year under review, however, they lost some 14,200 tons, and Britain, with shipments increased by 10,000 tons, improved her lead to one of 26,000 tons. The imports of *tinned plates* subsided by some 32·14 per cent under the weight of prices affected by the extraordinary market vicissitudes of tin. In value the decline was one of 23·6 per cent; and the difference between this and the rate of quantitative decline is due to a rise of no less than 12·51 per cent in specific value. In 1905-06 Germany and Belgium had held the lead in *beams, pillars, girders, and bridgework*, but in the year under review, the share of these countries receded by some 4,600 tons, and the United Kingdom took first place with a quantity increased by 5,000 tons, while similar reciprocal movements of the competitors in respect of *angle, channel, and spring* gave Britain a superiority of some 9,100 tons. *Pipes and tubes* form a branch of the trade which the United Kingdom has had pretty much to itself, and in 1906-07 it developed by 30 per cent in quantity and nearly 34 per cent in value. The total sum was R51·17 lakhs, of which the United States contributed R5 lakhs and Belgium R3·79 lakhs.

There is probably no business in which combination has been carried further than in the iron and steel trade, and the past twelve months have seen fresh developments of this nature. The most notable have probably been that of the makers of structural steel in Scotland and the north of England, that of the British steel tube makers for the regulation more particularly of export prices,

the South Wales Siemens syndicate, and the Iron-founder's ring. During recent months there apparently was doubt in some quarters as to whether the German Steel Trust would renew its bond but towards the end of April 1907, the agreement was concluded. This brings with it the renewal of the Belgian Steel syndicate and of the German cast iron syndicate.

Lead, like all other metals with which the electrician concerns himself, has shown extraordinary price developments in the past two years; and while 1906 presented none of the extraordinary bounds that marked 1905, the London rate for spot soft foreign lead which had risen to £17 in the earlier year, passed £20 in 1906. It is therefore not surprising that Indian consumption has been curtailed and that the imports have declined from 143,844 cwts and R19 lakhs to 102,455 cwts and R15·8 lakhs. The decline is one of 28·77 per cent in quantity and 16·61 per cent in total value, the average price per cwt having risen from R13-3-1 to R15-7-2 per cwt or 17 per cent. The United Kingdom supplied sheets for tea chests to the value of only R7·8 lakhs which marks a continued decline, while the imports in this class from other countries rose from R58,000 to R96,600. There is thus a net decline of R2·47 lakhs in value which contrasts ill with the expansion in India's tea trade and is not accounted for by the fact that the price of the British sheet fell from R16-4-11 to R15-11-1 per cwt and that of the foreign articles from R12-12-4 to R12-11-5.

Tin is associated with copper in the constitution of materials used in certain industries that are now exceptionally active; and in respect of both metals there is doubt as to the adequacy of the visible supply to immediate consumption. The increase in the production of tin has been much less than in that of copper, and the strength with which actual users have continued to buy at rising rates to the discomfiture of successive bear operators leaves no doubt as to the reality of the demand. A year ago we quoted a rumour that £174 per ton had been paid in London as compared with £170 in 1888 when the Secretan ring included this metal in the scope of its operations. At the close of the year under review the price was at £191-15-0, and in December last it touched £197. It is estimated that the present production of tin in 1906 was about 98,000 tons and the consumption about 99,000 tons. About half of the production is derived from the Malay Archipelago, and it is from this source that India takes most of her supply. Her demand in 1906-07 expanded from 21,152 cwts and R24·17 lakhs to 32,011 cwts and R30·62 lakhs, the increase being 51·34 per cent in quantity and 26·68 per cent in total value, the specific value having declined by 16·3 per cent. The Straits imported unwrought tin to the extent of 17,486 cwts and R25·67 lakhs in place of 18,246 cwts and R20·95 lakhs in the previous year.

Machinery—The imports of machinery form 25·59 per cent of the total value of imported metals and manufactures of metals, and their steady increase is an indication of sound economic development. From 1897-98 to 1903-04 such development was arrested by frequent recurrence of bad seasons, and the figure of R350·9 lakhs recorded in 1896-97 was not surpassed till 1904-05. In that year R402·7 lakhs was attained. In 1905-06 this grew by R89·73 lakhs or 22·28 per cent to a total of R492·5 lakhs; and in 1906-07 the addition of a further R87·43 lakhs or 17·75 per cent has brought the sum to R579·89 lakhs or nearly R5·8 crores. Bombay now takes the first place not only by virtue of its total importation of machinery, which represented a sum of R257·9 lakhs as against R175·6 lakhs in 1905-06, but also in respect of the dimensions of its increase which is R82·3 lakhs or 46·8 per cent. Of Bombay's total, R116·58

lakhs consisted of textile machinery as against R107·26 lakhs in the previous year. Bengal's receipts of machinery on the other hand have diminished from R236 lakhs to R228·7 lakhs which marks a net decline of R7·3 lakhs or 3·1 per cent. The subsidence in her imports of textile machinery is one of no less than R23·8 lakhs and reduces the figures to R104·2 lakhs. This, however, is still R10 lakhs above that for 1904-05. In Sind and Madras there were also substantial declines in the imports of textile machinery; and for all India the total in this branch of the trade is R227·45 lakhs against R248·98 lakhs in 1905-06. The contraction is one of R21·53 lakhs, but this only makes an abatement in the total increase of R108·96 lakhs in other departments of machinery. The circumstance that expansion is becoming more general throughout all classes of machinery is emphasised by the fact that in provinces outside those of Bengal and Bombay, where the textile trades are the strongest, the imports of machinery advanced from R80·7 lakhs to R92·3 lakhs, the improvement being R11·6 lakhs or 14·72 per cent. The totals of the various classes of machinery imported into India in the last two years have been (*in thousands of rupees*):—

	1905-06	1906-07
Textile	2,48,98	2,27,45
Steam-engines and parts	1,00,33	1,31,13
Electrical	23,78	27,04
Mining	7,46	6,21
Other descriptions	1,12,00	1,88,05

Railway material—The progressive expansion in the imports of railway material continues, and the figures again attained the highest level on record. In the last five years they have been as follows **in lakhs of rupees**:—

1902-03	1903-04	1904-05	1905-06	1906-07
536	563·7	561·5	673·88	849·23

The increase in the twelve months under review has therefore been 26 per cent. These figures include rolling stock and comprise imports for private lines (R415·78 lakhs against R162·2 lakhs in 1905-06) and for State Railways (R433·45 lakhs as against R511·6 lakhs in 1905-06). In the ordinary official returns, imports for State Railways are kept distinct from the movement of private trade; and under these conditions such modification of the figures as necessarily attends the progressive acquisition of lines by the State might be construed as recording a diminution in the imports of railway material. It may be noted that during the twelve months 960·25 miles of railway were opened; while 2,873·17 miles were under construction or sanctioned at 1st April 1907. At that date the total length of line open in India was 29,571·32 miles.

CHEMICALS, DRUGS, MEDICINES, NARCOTICS, DYEING AND TANNING MATERIALS

Chemicals—The value of the imports of chemicals in 1906-07 was R68·7 lakhs against R68·9 lakhs in 1905-06. The heading "Chemicals for paper making", which represented R7·74 lakhs in 1904-05, was abolished in 1905-06, and the following new sub-heads were introduced. **Bleaching materials** advanced to R3·39 lakhs as compared with R2·21 lakhs in 1905-06. *Calcium carbide* increased from R1·11 lakhs to R1·13 lakhs. *Cyanide of potassium* amounted to R2·92 lakhs against R2·6 lakhs in the previous year. **Disinfectants** went to R2·75 lakhs in place of R2·44 lakhs, **Caustic Soda** developed from R5·86 lakhs to R7·03 lakhs, **Bicarbonate of Soda** also

improved from R3·99 lakhs to R4·28 lakhs, while **Soda, other sorts,** at R1·18 lakhs, showed a gain of R24,000. The comprehensive heading, **Chemicals—other sorts**, this year represents 43 per cent of the total in place of 48·4 per cent in 1905-06. The year was on the whole one of notably high values in the chemical trade.

Drugs and Medicines—The year under review was one of high values in the drug trade also; and even in cases in which there is no space for an analysis of the specific value, it must not be assumed that the quantitative increase or decline was on the same scale as the variations in total values shown below. The total value of the imports of Drugs and Medicines advanced by about 15·6 per cent, that is to say, from R67·49 lakhs to R78·01 lakhs, which is the largest total so far recorded in any one year. The remarkable development of the rise in **Camphor** is shown by the fact that, while the increase in the value of the imports to R22·96 lakhs represented an advance of 71·46 per cent on the figures for the previous year, the quantity imported was less than 21 per cent above the quantity received in 1905-06. The specific value of imported camphor rose by 16 per cent in 1904-05, by 37 per cent in 1905-06, and by 42 per cent in 1906-07. At present camphor stands at the highest figure known in thirty years, and although a synthetic camphor suitable for the celluloid industry has been produced in Germany and has given rise to an important Customs dispute in the United States, it does not yet appear that a medicinal camphor can be artificially produced at a profit. The **Quinine** trade has been extraordinarily dull, and *7d.*, the lowest price on record, held good for weeks, though latterly there has been a recovery which might become marked if the Dutch "outside" factories could be brought into the ring. The import figures of 1906-07 show nothing so sensational as the contrast presented last year by a quantitative increase of 4 per cent and a decline of 6·8 per cent in total value; but the total value in the year under review was R6·28 lakhs, or 2·5 per cent lower than in the previous year, while in quantity a further advance of 3·2 per cent was recorded bringing the total to 71,121lbs. **Proprietary and Patent Medicines** have increased from R13·56 lakhs to R17·4 lakhs and **Other Sorts** have declined from R23·53 lakhs to R20·82 lakhs.

Tobacco—One of the few good auguries for the Indian tobacco industry is the decline that has appeared for the first time in the importation of foreign cigarettes and the hardening of average prices. That decline, however, appears only in the figures of quantity which have fallen by 6·6 per cent to 2,912,841 lbs, while the value has increased by 2·2 per cent to R46 lakhs. An enquiry undertaken recently has shown that cigarettes costing upwards of R8 per 100, average about 3 lbs to the thousand, while those of lower price average about 2½ lbs per thousand. In normal times the low quality cigarettes usually represent 96·7 per cent of the whole. The contraction of imports probably took effect principally in these lower qualities, seeing that it was due mainly to the movement for preference of indigenous products with which these compete. Assuming that this is so and accepting the above weights per thousand as correct, the number of cigarettes imported must have been some 1,158 millions. This represents some 5 cigarettes per head of the population of British India but the consumption of the imported article is still insignificant as compared with the consumption of the native *biri*. Cigarette factories are being established in various parts of India, and considerable consignments of local manufacture have been shipped from Karachi and Bombay to Calcutta. Of the total of R46 lakhs, R31·21 lakhs came from the United Kingdom, R8·9 lakhs from the United

States direct, R1·47 lakhs from Japan, the Straits Settlements, and the Treaty Ports of China, and R3·57 lakhs from Egypt. This last represents the best qualities of cigarettes and marks a slight advance on the figures for 1905-06; but this increase together with the decline in average value suggests that Egypt has been opening up a new line. The average value per lb from each of the sources was—British R1-11-6, American R1-2-2, Egyptian R6-3-9, and Eastern As. 10-7.

Dyes—The imports of **aniline** and **alizarine dyes** improved from 11,605,784 lbs to 11,787,144 lbs, but the value declined from R75·71 lakhs to R74·93 lakhs. These figures represent a rise of 1·56 per cent in quantity and a fall o 1·04 per cent in value, the average value per lb having declined from 10 annas 5 pies to 10 annas 2 pies or 2·56 per cent lower. This does not necessarily mean that the price of these dyes declined generally as the prices of the different grades vary greatly. These products are of course derived mainly from Germany where, during 1904, they became the subjects of various combinations among the chief manufacturers. Up to the close of the financial year, these combinations had not been made absolute, although there is reason to believe that the increase in cost of materials and consequent reduction of profits have led to further negotiations. These negotiations may be complicated by the fact that certain companies have acquired special patents for the production of the necessary nitrates. Bombay continues to be the principal port of entry, about 76 per cent of the imports being received there. Imports of **aniline** increased from 5,308,207 lbs and R43·71 lakhs to 6,054,249 lbs and R46·55 lakhs. There was an increase of 14·2 per cent in quantity and 6·5 per cent in value; the specific value having declined from 13 annas 2 pies to 12 annas 3 pies or 7 per cent. Of **alizarine**, the imports decreased from 6,297,577 lbs with a value of R32 lakhs to 5,732,893 lbs with a value of R28·38 lakhs, the average value declining from 8 annas 2 pies to 7 annas 11 pies per lb.

OILS

The total value of all **mineral oils** imported in 1906-07 was R242·7 lakhs or 8·5 per cent more than in 1905-06. Of this total, 80 per cent represents kerosene.

The following figures show the quantity and value of **kerosene in thousands of gallons and thousands of rupees :—**

Source	Quantity			Value		
	1904-05	1905-06	1906-07	1904-05	1905-06	1906-07
Russia . .	40,304	7,761	2,249	1,62,50	27,04	9,24
United States .	7,477	22,332	28,835	46,34	96,24	1,21,87
Borneo . .	9,281	5,193	1,423	28,74	13,17	3,56
Straits Settlements .	11,969	10,391	6,213	35,75	26,58	16,13
Sumatra .	5,943	5,254	10,796	18,71	15,54	33,86
Other Foreign Countries .	1,216	15	3,519	5,52	11	11,51
Total Foreign Countries .	76,190	50,946	53,035	2,97,56	1,78,68	1,96,17
Coastwise from Burma .	42,729	47,159	61,834	1,71,26	1,62,34	2,19,50

From these figures it is seen that, excluding Burma's unascertainable internal **consumption** of indigenous oil, India in the last three years has absorbed some 110·6 millions of gallons of kerosene per annum and it is known that its use is expanding. In 1904-05 Burma oil represented 36 per cent of

the total consumption. The percentage rose to 48 in 1905-06 and to nearly 54 in 1906-07.

The imports of foreign kerosene in 1906-07 have, after a marked decline in 1905-06 (which should be read in conjunction with the prices given below), advanced by some **four** per cent to 53,000,000 gallons, with a value of R196·17 lakhs. The specific value per unit of imported kerosene improved by some six per cent.

On the other hand the shipments from Burma to India proper increased by 31 per cent in quantity and 35 per cent in value.

Russia which in 1904-05 supplied 53 per cent of the imported kerosene now furnishes only some 4¼ per cent. Her share of the trade amounts to 2,249,000 gallons with a value of R9·24 lakhs as compared with 7,761,000 gallons and R27·04 lakhs in 1905-06. This of course is due to the continuance of disturbed conditions in the productive regions; and the damage is now so great that it cannot well be quickly repaired.

On the other hand, the United States which in 1904-05 supplied less than 10 per cent of the total now sends 54 per cent, her total being 28,835,600 gallons and R121·87 lakhs against 22,331,800 gallons and R96·24 lakhs in 1905-06.

Sumatra now holds the second place with 10,795,500 gallons and R33·86 lakhs which marks a cent per cent advance on the previous year's figures. Borneo's contribution has fallen from 5,192,600 to 1,422,600 gallons and that of the Straits Settlements as *entrepôt* from 10,390,700 to 6,213,400 gallons.

Bulk oil which in 1905-06 amounted to 40,888,000 gallons or 80 per cent of the total, stood in 1906-07 at 38,321,400 gallons or 72 per cent of the whole. Of this America supplied 47 per cent, Sumatra 21 per cent, Russia 2·8 per cent, the Straits Settlements 16 per cent, and Borneo 3·7 per cent.

Of the 14,713,300 gallons of **case oil,** America supplied 73 per cent, Sumatra 18 per cent, Russia 8 per cent, and Italy ·04 per cent.

The following are the **average prices** of the leading descriptions of kerosene in Calcutta during the last three years:

		1904-05	1905-06	1906-07
		R a. p.	R a. p.	R a. p.
American—				
Chester	per case	4 0 11	4 2 9	4 7 6
Russian—				
Rising Sun	„	3 7 0	3 10 6	4 1 6
Anchor	„	3 7 0	3 6 8	...
Ram	„	3 6 11	3 9 7	3 15 10
Burma—				
Victoria	per 2 tins	2 12 5	2 11 6	3 3 6
Gold Mohur	„	2 15 0	2 14 6	3 10 1
Borneo—				
Cobra	„	2 14 3	2 11 11	3 5 4
Sumatra—				
Silver-light	per case	4 7 10	4 13 8	4 14 0

The price of American Chester declined gradually from R4-13-0 in April 1906 to R4-6-3 in September, and after a recovery reaching R4-6-9 in December receded again to R4-6-3 in January 1907. Victoria oil from Burma on the other hand rose from R3-2-0 in April 1906 to R3-7-0 in March 1907.

In imports of **other mineral oils,** mainly for lubricating, there was a decrease from 10,260,500 gallons in 1905-06 to 10,152,200 gallons in 1906-07, while the quantity drawn by India proper from Burma fell away from 3,520,300 gallons to 3,006,900 gallons.

Imports of **fuel oil** declined from 1,329,194 gallons in 1905-06 to 352,312 gallons with a value of ₹39,118. The chief sources are Sumatra and Borneo. The receipts in Bombay fell from 436,774 to 43,368 gallons or 90 per cent, while the arrivals in Karachi declined from 613,007 gallons to 10,973 gallons in 1906-07. Madras took 276,744 gallons against 260,205 gallons in the previous year.

RAW MATERIALS

Coal—The increase in the imports of foreign coal reflects at once the activity of India's industries and railways during the year and the large expansion that took place in coal movements throughout the world. An active and profitable coal trade is of importance to commerce in general, because it carries shipping into distant ports, and mostly into those ports where industry is most progressive and tends to create in those ports a supply of tonnage at reasonable rates. For many years there has been a general tendency in India to substitute country coal for the imported article, but two years ago there was a recovery to 252,000 tons, and again in the year under review the figure has risen from the small one of 180,000 tons recorded in 1905-06 to 257,200 tons with a value of ₹48·6 lakhs. The increase in quantity is thus 43 per cent and in value 51·3 per cent, the average value having risen by 5·9 per cent. The net increase of 77,268 tons is more than accounted for by the additional consignments from the United Kingdom, these having risen from 137,700 tons with a value of ₹26 lakhs to 222,100 tons with a value of ₹43 lakhs. Japan sent only 4,500 tons in place of the 27,862 tons in 1905-06. The remaining 30,600 tons came mainly from Australia, Ceylon, China, Italy, Borneo, East Africa, and Mauritius. Imports of British coal by Government amounted to only 5,083 tons with a value of ₹87,500. For particulars as to the production of Indian coal, reference should be made to the article relating to Exports of coal (page 45).

Silk—The abnormally high price of silks in 1906-07 resulting from a shortage of some two million kilos in the 1905 crop and from a strong demand in America and elsewhere, brought about a further reduction of India's **imports** in this line. They receded from 1,645,700 lbs and ₹71·19 lakhs to 1,420,467 lbs and ₹56·8 lakhs, which represents a decline of 13·7 per cent in quantity, 20·21 per cent in total value, and 7 per cent in specific value per unit. Of the above total of ₹56·8 lakhs, Bombay took ₹45·9 lakhs and Burma ₹10·4 lakhs. Direct imports from China, at 1,049,567 lbs, were short of the previous year's figures by 307,345 lbs or 22·65 per cent, while those from the Straits Settlements at 220,118 lbs showed an increase of 21·78 per cent.

The imports of **cotton** in 1906-07 showed a further decline of 43,217 cwts, the receipts amounting to 118,259 cwts against 161,476 cwts in the previous year. But in 1903-04 the imports were only 18,279 cwts, so that in three years they have increased by 100,000 cwts. The diminution in the demand for imported long staple cotton is due mainly to the strong internal off-take of the lower description of manufactures used by the mass of the people. The quantitative decrease is one of 26·76 per cent, but owing to a rise of 16 per cent in the average value, the decline in total value at ₹45·89 lakhs was only 15 per cent. About 69 per cent of the total quantity imported is American, and of this, 81,829 cwts were received *viâ* the United Kingdom with smaller quantities from the United States and Germany. The increase in importation from Persia which was foreshadowed in last year's report has taken place and 7,789 cwts were received from that source as against 7,621 cwts in 1905-06.

Precious stones and pearls, unset—As recorded in the trade accounts, the figures probably bear no very close relation to the true imports. It

is well known that large quantities of pearls are both imported and exported by post in such a way as to escape record. The values under the heading of precious stones fluctuate very greatly. In 1904-05 the total dropped by 42·3 per cent, in 1905-06 it rose by 53 per cent to a total of R134·1 lakhs, and in 1906-07 it has fallen by 30·37 per cent to R93·38 lakhs. The reduction is one of about R40 lakhs. This is more than accounted for by the contraction of the imports from the United Kingdom from R49·12 lakhs to R7·83 lakhs, but it should be remembered that the importation from that source in the previous year had been altogether abnormal. France also experienced the decline, and her imports shrank from R8·88 lakhs to R13,600. The imports from Arabia, which consist mainly of pearls, increased by 19·4 per cent to R74·02 lakhs, while those from Persia decreased from R6·21 lakhs to R5·28 lakhs. Diamonds are found in Central India and rubies in Burma. Of the former, the ascertained production amounted to R39,500 in 1904, R37,100 in 1905, and R77,400 in 1906. Of rubies the output is larger, having been as follows in the last three years :—

	Carats	R
1904	265,901	13,59,175
1905	266,584	13,25,105
1906	324,410	14,18,246

But there seems to be good reason to believe that the artificial rubies now being made at high temperatures by the process of M. Verneuil may affect the value of the natural stones.

Wood—The imports of unmanufactured wood (which includes timber, fire-wood, and ornamental woods) declined in 1906-07 from R83·43 lakhs to R80·94 lakhs, the decrease being one of 3 per cent. The decrease is mainly due to the trade in timber which fell from 109,421 cub. tons with a value of R82·21 lakhs to 94,721 cub. tons with a value of R79·28 lakhs. The decline was one of 13·4 per cent in quantity but amounted to only 3·6 per cent in value, seeing that the average value rose by nearly 11·4 per cent. The marked rise in the world's price of timber throughout the year has tended to restrict the supplies from distant sources; and even **teak,** the value of which now represents 75 per cent of the whole, has come in smaller quantity. The imports of this wood have decreased from 71,676 cub. tons with a value of R62·17 lakhs to 61,696 cub. tons with a value of R60·72 lakhs. The loss was 13·9 per cent in quantity and 2·3 per cent in value, the specific value having risen by 13·5 per cent. Siam furnished 90 per cent of this teak, the rest coming from Java direct, while the imports from the Straits Settlements practically ceased. The trade in timber **other than teak** fell away from 37,745 cub. tons with a value of R20·04 lakhs, to 33,025 cub. tons valued at R18·56 lakhs. Here the decline in quantity was 12·5 per cent and in value 7·4 per cent, the average value having gained 5·8 per cent. The imports from the United States which stood at 8,869 cub. tons with a value of R3·25 lakhs in 1905-06 dwindled to 93 cub. tons with a value of only R2,372. The American supply was curtailed not only by the great demand arising from the re-building of San Francisco and the prosperity of Southern California but also by the unprecedented congestion of lumber on the railways and by the sailors' strike on the Pacific coast. Prices in the United States have been extra-ordinarily high and the activity of industry and the coal trade caused a great consumption of timber in those countries where mines exist. The only moderating influence on rates has been the dearness of borrowed money and the consequent postponement of building operations.

MANUFACTURED ARTICLE

The Imports of **Cotton goods** in 1906-07 were restricted as a result of various influences operating simultaneously. These were (*a*) the high level of cotton goods prices, (*b*) the dearness of food-grains and the consequent contraction of the people's purchasing power, and (*c*) the movement for the preference of indigenous products. The firmness of the world's market for British cotton goods is shown by the fact that enormous as was the exportation from the United Kingdom in 1905, it was largely exceeded in 1906. The British exports of yarn increased by 2,272,600 lbs and £1,517,413, and the specific value rose by nearly 13·5 per cent. The British exports of piecegoods increased by 64,511,100 yards and £4,573,118, while the specific value rose by about 5·26 per cent. The net increase in the value of the British exports of cotton goods was thus £6,090,531 in spite of India's having taken something like £1,000,000 less. The extent to which the purchasing power of the people was restricted by the dearness of food-grains, may be gathered from the fact that the monthly average prices of the seven principal food-grains was 31·2 per cent higher in 1906 than in the average of the previous five years. On the estimated total consumption of food-grains in India and the estimated average value of such grains, an increase of 31·2 per cent means an additional expenditure of R96·5 crores or £64,420,000, while R108·3 crores represents the total value not of cotton goods alone but of all merchandise imported nto India in the record year 1906-07. The so called *swadeshi* movement has counted for something, but for very much less than the factors stated above. The Swadeshi movement began in September 1905 and a comparison of prices made at the end of the first Swadeshi year showed that while the average prices of eighteen descriptions of Indian fabrics had risen by 8·4 per cent as compared with the previous twelve months, the average prices in India of seventeen descriptions of imported fabrics had risen in the same time by 24·75 per cent. Such an enhancement of price was obviously likely in itself to restrict importation.

It is notable however that the shipments of cotton piecegoods by sea from Bombay Presidency to other provinces contracted by some 8·64 million yards or 5 per cent in quantity and by R2·84 lakhs or 1·14 per cent in value.

The aggregate value of the imports of cotton yarn and of woven and other cotton goods in the last six years (stated in **lakhs of Rupees**) has been:

	Yarn	Woven and other goods	Total	Proportion to total imports of merchandise
1901-02 . . .	264·7	3024·8	3289·5	40 per cent
1902-03 . . .	229·7	2814·9	3044·6	39 „
1903-04 . . .	214·2	2886·9	3101·1	37 „
1904-05 . . .	248·8	3555·9	3804·7	39 „
1905-06 . . .	342·5	3901·8	4244·3	41 „
1906-07 . . .	322·3	3769·4	4091·7	38 „

The decrease is therefore one of R15·26 million or 3·6 per cent.

In **Yarns** the decrease was one of 8,146,400 lbs or 17·8 per cent in quantity and R20·2 lakhs or 5·9 per cent in value, the specific value having risen by 14·46 per cent. The quantities imported in the last six years are here stated in millions of lbs:—

1901-02 . .	38·3	1904-05 . .	30·58
1902-03 . .	33·7	1905-06 . .	45·78
1903-04 . .	28·0	1906-07 . .	37·63

Yarns from the United Kingdom, which represent 93·5 per cent of the whole, fell by 17·8 per cent from 42,801,000 lbs to 35,177,000 lbs, which, however, largely exceeds the imports two years ago. The imports of dyed and undyed cotton yarn continue to be of nearly equal value. Of the former, with a total of 17,800,000 lbs, about 88 per cent is of British origin, 4·22 per cent Italian, and about 3·5 per cent Austrian. The imports of 40*s* mule receded from 10,673,000 lbs and R68·26 lakhs to 9,694,000 lbs and R67·62 lakhs.

It is of interest to compare the imports of coarse, medium, and fine yarns with the production of similar lines by the Indian mills. In doing so it should be borne in mind that the local manufacturers have diminished their total output by about 4 per cent.

(Unit 1,000)

	1904-05			1905-06			1906-07		
Nos. 1 to 25—Imported	2,524=	·47 per cent		3,476=	·54 per cent		2,539=	·42 per cent	
Indian	531,435=	99·53		634,688=	99·46		603,096=	99·58	
	533,960=		88·12	638,164=		88·15	605,635=		88
Nos. 26 to 40—Imported	19,956=	3·46		33,697=	42·77		25,602=	34·27	
Indian	45,658=	69·54		45,091=	57·23		49,115=	65·73	
	65,654=		10·84	78,788=		10·89	74,717=		10·86
Above 40*s*—Imported	5,042=	79·78		5,822=	23·64		6,461=	81·97	
Indian	1,278=	20·22		1,139=	16·36		1,421=	18·03	
	6,320=		1·04	6,961=		·96	7,882=		1·14
	605,943=		100	723,913=		100	688,234=		100

It will be seen that the proportions borne by the different groups of counts to the total consumption remain nearly constant, and that the shares of the Indian and the imported production in the various groups show little change in recent years.

The Imports of **Cotton Fabrics** represent 34·8 per cent of the total imports of private merchandise against 37·9 per cent in 1905-06. The value decreased from R39,01,77,000 to R37,69,43,000, the difference being R1,32,34,000 equal to 3·39 per cent on the earlier figure. Some descriptions of cotton goods are not stated in yards. It is therefore convenient in ascertaining the changes of specific value to confine the calculation to piecegoods. In this last class, the imports amounted to 2,317,930,000 yards and R3,564·43 lakhs as against 2,463,232,000 yards and R3,695·35 lakhs in 1905-06. The decrease is one of 145·3 million yards and R130·92 lakhs, which marks a decline of 5·9 per cent in quantity and 3·54 per cent in value with a rise of 2·5 per cent in the specific value. These ratios of course vary in respect of diverse classes. For example, the specific value of grey goods rose by 2·64 per cent, that of white goods by ·7 per cent, and that of coloured goods by 3·4 per cent.

The following statement shows in **millions of yards** the relative importance of these three classes in the course of the last eighteen years. It will be noticed that whereas the figures for grey goods show a marked decline from those for 1905-06, they exceed considerably those for 1904-05:

	Grey (unbleached)	White (bleached)	Coloured, printed, or dyed	Percentage of grey in total
Average, 1889-90 to 1893-94	1,223·47	368·63	374·17	62
„ 1894-95 „ 1898-99	1,209·77	418·59	351·49	61
„ 1899-1900 „ 1903-04	1,204 53	369·69	430·57	57
1904-05	1,210·16	584·3	493·92	53
1905-06	1,348 84	572·75	541·65	55
1906-07	1,298·48	494·97	524·48	56

The decline in greys was one of 3·7 per cent, while bleached goods lost no less than 13·5 per cent and coloured goods 3·1 per cent. Bengal, where there are two weaving mills, took 900,552,000 yards or 69 per cent of the total of imported grey goods as against 998,408,000 yards or 74 per cent in 1905-06.

The principal descriptions of imported goods belonging to the three classes are shown in the following statement in **millions of yards**:—

	1904-05	1905-06	1906-07
1. Shirtings:			
Grey	517·64	605·79	625·46
White	129·02	109·62	74·53
Coloured	63·19	80·41	71·12
2. Chadars, dhuties, saris, and scarves:			
Grey	529·72	565·77	503·69
White	56·56	59·08	52·15
Coloured	64·58	73·51	73·18
3. Jaconets:			
Grey	85·58	103·05	85·85
White	30·7	24·9	20·09
Coloured	4·36	5·35	5·22
4. Mulls:			
Grey	27·46	17·52	29·79
White	134·89	103·71	135·58
Coloured	3·13	1·88	1·25
5. Drills, jeans, sheetings:			
Grey	18·77	28·39	23·3
White (drills and jeans)	7·79	9·4	3·52
Coloured (drills)	5·09	7·34	6·15
6. Unspecified descriptions:			
Grey	·56	·45	·72
White	22	17·22	13·84
Coloured	105·55	109·12	93·53

The only classes that show a substantial increase are grey shirtings and white mulls. There is an improvement also in grey mulls. All the others show a decline which in the case of grey chadars, dhuties, saris, and scarves is very marked.

The following statement shows also in **millions of yards** other descriptions which are imported in considerable quantities. The only classes here that show a healthy advance on the figures of two years ago are those of prints and chintz and cambrics, twills, and muslins :—

	1904-05	1905-06	1906-07
Grey:			
Madapollams	17·94	18·85	16·29
T-cloths and domestics	12	8·8	13·28
Printers	·49	·22	·1
White:			
Nainsooks	177·23	229·13	174·51
Cambrics, twills, muslins, lawns	16·5	11·39	14·1
Checks, spots, stripes	7·56	5·42	5·2
Long cloths	2·05	2·88	1·45
Coloured:			
Prints and chintz	181·55	184·88	191·84
Cambrics, twills, muslins	66·46	79·16	82·19

The production of Indian weaving mills, about which some particulars are given in the chapter upon exports of cotton manufactures (pages 54 to 56), consists chiefly of unbleached shirtings, dhuties, T-cloths, domestics, and chadars, and it increased by 1,887,500 lbs. or 1·15 per cent which may be taken as a gauge of its increased working capacity. The yardage of grey and bleached piece-goods increased by 32,818,000 yards or 5·81 per cent from 564,990,000 yards to 597,808,000 yards, the weight having risen from 133,657,000 lbs to 136,090,000 lbs which is 82·7 per cent of the total weight of all woven goods.

The extent to which the cotton piece-goods of the three main classes are derived from the United Kingdom is indicated below in **millions of yards**:—

	1904-05		1905-06		1906-07	
	Total	From United Kingdom	Total	From United Kingdom	Total	From United Kingdom
Unbleached goods .	1,210·16	1,205·19	1,348·84	1,337·01	1,298·48	1,289,34
Bleached „ .	584·3	574·51	572·75	561·85	494·97	486·32
Coloured „ .	493·92	471·53	541·65	516·32	524·48	500·44

Britain therefore supplies 99·3 per cent of the grey goods, 98·25 per cent of the bleached goods, and 95·4 per cent of the coloured goods. All these percentages are better than those shown in 1905-06.

Besides these there are certain subsidiary classes of goods imported, the principal descriptions of which and the value of the respective trades, in **thousands of rupees**, being:—

	1904-05	1905-06	1906-07
Handkerchiefs and shawls in the piece	25,00	34,96	36,22
Hosiery	67·45	63,02	56,13
Sewing thread . . .	22,78	25,61	26,41
Other manufactures . . .	67,20	82,82	86,23

The trade therefore showed a net loss of R1·42 lakhs or ·7 per cent as compared with the gain of R24 lakhs in the previous year. The United Kingdom supplies 86·75 per cent of the handkerchiefs and shawls and 86·26 per cent of the sewing thread. But of the total it does only 46 per cent, seeing that the considerable quantity of hosiery is practically absorbed by Japan, Germany, Italy, Austria, Belgium, and France. Japan becomes increasingly dominant, and in 1906-07 she sent hosiery to the value of R23·03 lakhs as against R16·9 lakhs in the previous year. And the R2·36 lakhs of hosiery from Hongkong and the Straits Settlements was probably also of Japanese origin.

Silk Goods—That decline in imports of silk goods which appeared in 1905-06 has continued; and in the year now reviewed, it amounted to 4 per cent. The total value was R182·5 lakhs as compared with R190·15 lakhs in the previous year, the net decline being one of R7·65 lakhs. Silk **piece goods** represent R122·85 lakhs or about 67 per cent of the total; and in this class there was a development of some R8·93 lakhs. The predominance of Japan in this section was increased both by the expansion of her shipments by R13·1 lakhs (that is to say, from R59·19 lakhs to R72·29 lakhs) and by the decline in the consignments from other countries. The imports from China declined from R36·5 lakhs to R33·4 lakhs which is much where they stood in 1904-05, and the trade with the Straits Settlements amounted to only R90,000. The Eastern section of the trade represented by these three sources now represents 86·8 per cent of the total. Goods of silk mixed with other materials showed a drop of 11 per cent and stood at R30·78 lakhs. "Other sorts" consists mainly of warps and yarn of silk imported for the production of textiles for the Indian market, and in this department there was a decline of no less than 30·6 per cent, bringing the total to R28·74 lakhs.

In the **Woollen goods** trade, as in several others, the year 1906-07 will be remembered as a time of high prices, and this condition led to a further contraction of imports. The total value fell from R242·58 lakhs to R205·22 lakhs or 15·4 per cent. Of the total decline of R37·36 lakhs, R28·93 lakhs is accounted for by piecegoods which receded from R168·46 lakhs to R139·53 lakhs and from 19,981,000 yards to 15,323,000 yards. The contraction is therefore one of 23·32 per cent in quantity and 17·18 per cent in value with a rise of 8 per cent

in the average value per yard. The share of the United Kingdom in this piecegoods trade went back from R117·62 lakhs to R103·31 lakhs, while Germany's share contracted from R35·47 lakhs to R26·76 lakhs. The declines in these two cases were thus 12·17 per cent and 24·56 per cent; and the two countries now participate in the trade to the extent of 74 per cent and 19 per cent respectively. Of the total decline in piecegoods, R11·78 lakhs occurred under shawls, bringing them down to R15·89 lakhs. This represents a shrinkage of 42·6 per cent in value, and since the number imported (790,293) is less by only 29·33 per cent than that in 1905-06, it is clear, in the presence of the year's high level of prices, that an inferior class of goods has been entering. Germany supplied 564,811 of the shawls in question or 71·47 per cent of the total number. Woollen hosiery declined from 333,771 lbs and R9·05 lakhs to 287,523 lbs with a value of R8·06 lakhs, of which the United Kingdom supplied 253,296 lbs and R6·97 lakhs or 86·48 per cent of the total value. In yarn there was a most satisfactory expansion from 599,093 lbs and R9·99 lakhs to 979,024 lbs and R20·83 lakhs. Of this Germany supplied no less than 71 per cent.

Other manufactured goods—Of other manufactured goods, the following are the most important:

	1904-05	1905-06	1906-07	Increase or decrease per cent
	₹	₹	₹	
Apparel, including boots and shoes	2,23,99,627	2,21,76,855	2,11,22,755	—4·7
Arms and ammunition	28,17,214	22,03,461	28,77,801	+30·6
Books and printed matter	31,95,745	32,48,652	30,40,205	—6·4
Building materials	35,30,727	45,99,140	49,86,790	+8·32
Carriages and carts	55,02,106	76,81,128	92,46,548	+20·38
Clocks and watches	19,23,876	18,70,670	18,43,194	—1·47
Earthen-ware and porcelain	29,31,813	33,60,781	38,99,824	+16·04
Glass and glassware	1,12,57,101	1,12,47,108	1,21,14,108	+7·7
Instruments and apparatus, scientific	48,78,122	64,44,438	84,59,096	+31·26
Jewellery and gold and silver plate	17,48,150	20,85,478	18,47,229	—11·42
Leather and manufactures of leather	25,21,909	30,60,820	32,58,681	+6·46
Matches	48,95,283	58,83,251	63,12,731	+7·3
Paints and colours and painters' materials	46,91,972	49,25,356	56,74,656	+15·21
Paper and pasteboard	64,37,288	70,48,978	80,11,105	+13 65
Ships, parts of	24,98,000	10,61,304	2,67,354	—74·81
Soap	27,23,705	31,90,890	32,28,156	+1·17
Stationery	36,77,860	37,70,433	40,40,347	+7·16
Tea chests	30,86,531	19,18,020	23,57,108	+22·89
Toys and requisites for games	27,73,715	29,11,559	28,61,703	+1·71
Umbrellas	18,95,064	19,79,269	18,85,939	—4·72
Umbrella-fittings	...	14,32,652	23,63,688	+44

The largest item among these is Apparel, and it shows a contraction of R10·54 lakhs or 4·7 per cent, largely arising from the restriction in the boot and shoe trade. Once more the most notable expansion is in **Carriages and Carts** which increased by R15·65 lakhs or 20·38 per cent. This heading included **Motor cars and Motor cycles** at R44·68 lakhs, which marks an advance of R9·46 lakhs or 26·86 per cent, and cycles which advanced by R4 lakhs or 24·8 per cent to R20·1 lakhs. These mechanical vehicles therefore now represent 70 per cent of the total under this head. **Glass and Glassware** after a slight decline in 1905-06 advanced by R8·67 lakhs, while **Earthenware and Porcelain** contributed R5·39 lakhs to the general increase. **Paper and Pasteboard** which is next to glassware in importance, improved by R962 lakhs. Seven lakhs of this is accounted for by the increase in printing paper with a total of R28·34

lakhs and with a decrease of 7 per cent in the average value per cwt. Other kinds of paper decreased from R26·5 lakhs to R25·75 lakhs, the average value in this case having apparently fallen by 4 per cent. **Stationery** developed by R2·7 lakhs, while **Books and Printed matter** showed a decline of R2·08 lakhs or 6·4 per cent. The trade in **Matches** showed a net increase of nearly R4·29 lakhs, while the imports from Japan alone rose by R2·58 lakhs to a total of R14·5 lakhs. Efforts are being made in certain quarters to create an internal match Industry, and specimens of suitable wood were recently shown at the Calcutta Industrial Exhibition. There was a development of R7·49 lakhs in **Paints, etc.** The imports of **Soap** continue to grow. It is interesting to note the decline of R93,000 or 4·72 per cent in the imports of **Umbrellas** together with the increase of no less than R9·31 lakhs or 44 per cent in the value of umbrella-fittings. The expansion in imports of **Leather** is not greater than might be accounted for by the marked rise in average value of the article. The increase in the arrivals of tea chests was due of course to the magnitude of the shipments of the leaf. Musical instruments are not shown in the above statement but it may be mentioned that the item has increased from R13·28 to R20·22 lakhs largely through the heavy trade now being done in record instruments such as gramophones.

The contraction in the imports of **parts of ships** arises chiefly in the Burma figures which in recent years had been swelled by large arrivals for the construction of the river steamers of the Irrawaddy Flotilla Company, Limited. In 1903-04 Burma alone figured for nearly R24 lakhs under this head and in 1904-05 for R22 lakhs.

The principal articles of importation into India and their values in each of the last three years is shown in the following statement, the **unit being R1,000 :—**

	1904-05	1905-06	1906-07
1. Cotton manufactures :			
Grey piecegoods	*16,38,52*	*18,93,24*	*18,70,74*
White „	*8,26,29*	*8,47,35*	*7,37,95*
Coloured „	*9,08,68*	*9,54,76*	*9,55,74*
Yarn	*2,48,76*	*3,42,54*	*3,22,32*
Other sorts	*1,82,43*	*2,06.42*	*2,05,00*
TOTAL	38,04,68	42,44,31	40,91,75
2. Sugar	6,90,27	7,77,45	8,73,81
3. Iron and steel	6,12,54	6,64,39	7,55,80
4. Machinery and millwork	4,02,72	4,92,56	5,79,89
5. Railway material	1,40,97	1,62,26	4,15,78
6. Hardware and cutlery	2,37,92	2,26,57	2,66,05
7. Mineral oil	3,32,50	2,23,60	2,42,69
8. Provisions	2,16,58	2,38,56	2,42,33
9. Apparel	2,24,00	2,21,77	2,11,23
10. Woollen manufactures	3,07,64	2,42,58	2,05,22
11. Silk manufactures	2,11,81	1,90,15	1,82,50
12. Spices	1,03,24	1,10,05	1,43,93
13. Copper	2,10,90	1,43,47	1,39,31
14. Glass and glassware	1,12,57	1,12,47	1,21,14
15. Instruments and apparatus	74,40	91,29	1,19,87
16. Spirits	1,00,59	2,08,78	98,65
17. Precious stones and pearls	87,76	1,34,11	93,38
18. Carriages and carts	55,02	76,81	92,46
19. Paper and pasteboard	64,37	70,49	80,11
20. Timber	58,14	82,21	79,28
21. Drugs and medicines	70,74	67,49	78,01

	1904-05	1905-06	1906-07
22. Aniline and alizarine dyes	71,45	75,71	74,93
23. Tobacco	55,63	66,09	69,33
24. Chemicals	61,32	68,92	68,76
25. Salt	71,13	65,72	66,76
26. Matches	48,96	58,83	63,13
27. Beer	60,42	62,96	60,27
28. Silk	73,41	71,19	56,80
29. Paints and colours and painters' materials	46,92	49,25	56,75
30. Coal	44,46	32,12	48,60
31. Cotton	63,85	54,03	45,89
32. Horses	55,48	46,76	44,89
33. Stationery (excluding paper)	36,78	37,70	40,40

The most remarkable feature is the decline in cotton manufactures in a year of unprecedented activity in the world's textile industry. It is only necessary to make special reference also to the increases in Railway material, Sugar, Iron and Steel, and Machinery. A peculiar interest attaches to the subsidence of copper under pressure of high prices.

The sources of Imported Merchandise have hitherto been assumed in the Indian trade accounts to be those countries from which the goods were shipped in such vessels as landed them in India. In the case of transhipment cargo, the port of such transhipment appeared as the port of origin unless a through Bill of Lading had been granted at the port of original shipment. When such through Bill of Lading had been granted, the country of first shipment was assigned as the country of origin. During the course of the year under review, arrangements came into force by which the true **countries of origin** are more correctly ascertained; but for the present it is necessary to retain the old basis for retrospective comparison. According to the old system, the value of the imports has in the last five years been appropriated to the various principal countries in the proportion shown below :—

	1902-03 per cent	1903-04 per cent	1904-05 per cent	1905-06 per cent	1906-07 per cent
1 United Kingdom	65·3	64·9	65·2	66·7	66·8
2 Germany	2·7	3·4	3·9	4·2	5·3
3 Belgium	3·9	3·9	3·6	4·3	4·0
4 Austria-Hungary	3·2	2·6	4·1	4·0	2·8
5 Java	0·7	1·4	2·1	1·8	2·7
6 Straits Settlements	2·9	2·9	3·2	2·5	2·6
7 United States	1·5	1·5	1·1	2·2	2·3
8 Mauritius	2·5	3·1	2·1	2·0	2·0
9 Japan	1·0	1·5	1·2	1·2	1·5
10 China	2·8	2·3	2·0	1·7	1·4
11 France	1·8	1·9	1·9	1·7	1·4
12 Italy	1·0	1·1	1·3	1·1	1·0
13 Russia	3·4	2·9	1·7	0·3	0·1

The total value was R108·31 crores as against R103·07 crores in 1905-06. The United Kingdom with R72·3 crores has again increased its predominance. Germany has now definitely assumed the second place with a total of R5·79 crores and it is probable that the improved system of record will confirm it to the disadvantage of Holland and of Belgium which latter now comes third with R4·36 crores. Austria-Hungary retains the fourth place but with a total reduced to R3·07 crores mainly by the contraction of her sugar shipments. Java, which was the largest shipper of sugar to India in the year under review is now well up with a total of R2·9 crores and moves from the eighth to the fifth place. The Straits Settlements has strengthened her position with

a total increased by R22 lakhs to R2·77 crores. The United States have also added some R30 lakhs to their total, which now stands at R2·55 crores. In consequence of the reduced money value of sugar, the large increase in the quantity of that article supplied by Mauritius has not availed to alter her percentage or her place in the scale, although her total of R2·17 crores marks a substantial increase in the volume of cargo other than sugar. Japan with 1·61 crores now supersedes China and France, whose contributions to the import trade fell to R1·49 crores and R1·46 crores respectively. Italy with R1·08 crores and Russia with R11 lakhs also recorded considerable diminution. The deterioration in Russia's position is very marked.

Imports of Government Stores are not included in the foregoing figures. They amounted to R893·46 lakhs in 1906-07, as compared with R902·9 lakhs in 1905-06; and of that total R832·27 lakhs came from the United Kingdom as against R811·42 lakhs in the previous year. The absolute increase in the share of the United Kingdom therefore was one of R20·85 lakhs or 2·6 per cent, which raised that share from 90 to 93·15 per cent of the total.

Material for State Railways amounted to R433·45 lakhs or 48·5 per cent of the total, while in the previous year the figure was R511·63 lakhs or 56·7 per cent of the total. There is therefore a decline both absolute and relative; but the imports of material for State Railways in 1905-06 were exceptionally heavy. In 1904-05 they amounted only to R420·58 lakhs or 54·4 per cent of the total. These and the other stores, with unimportant exceptions, really constitute commercial transactions.

It may be mentioned here that the imports of material for Railways, State and non-State, have in the last three years been as follows:—1904-05—R561·54 lakhs, 1905-06—R673·89 lakhs, 1906-07—R849·24 lakhs.

The following figures show the share of the United Kingdom in the total import trade including Government Stores in the last five years:

1902-03	1903-04	1904-05	1905-06	1906-07
per cent	per cent	per cent	per cent	per cent
68·9	67·3	67·4	68·6	68·8

EXPORTS OF IMPORTED GOODS

On the average of the last three years, the value of the re-exports by sea represented 2·02 per cent of the total exports of merchandise and 3·22 per cent of the total imports from which they were derived.

The general development of direct communication between various parts of the world tends to diminish the trade of *entrepôts*. Other things being equal, a continuous decline in India's re-exports would, therefore, be expected under present conditions; and such a decline, though amounting to only R3·77 lakhs or a little over 1 per cent, has in fact taken place in the year under review. The following statement records the extent of the trade in each of the last ten years:—

	R		R
1897-98	3,75,11,720	1902-03	2,93,56,632
1898-99	3,37,11,965	1903-04	3,32,61,864
1899-1900	3,29,24,912	1904-05	3,37,30,729
1900-01	3,20,90,824	1905-06	3,52,87,350
1901-02	3,25,99,663	1906-07	3,49,10,338

The United Kingdom took goods to the value of R81·13 lakhs which is 23·24 per cent of the whole and marks an increase of R13·09 lakhs or 19 per

cent on the figures of the previous year. Persia's share contracted by R7·44 lakhs or 12 per cent to a sum of R53·9 lakhs which represents 15·4 per cent of the total. Arabia also showed a decline which amounted to R16·45 lakhs or 27 per cent of the previous year's figures and brought her share down to 12·5 per cent of the whole, while Turkey in Asia receded to R16·9 lakhs or 4·8 per cent of the total. China at R18·8 lakhs improved her share to 5·4 per cent of the total. The Straits Settlements form an *entrepôt*, and their share which is now R13·71 lakhs or 3·9 per cent of the whole, naturally tends to contract. Aden is also mainly a distributing point and lies nearer to Europe than India does, so she also, with R16·93 lakhs, takes a diminished share (4·85 per cent) of the trade. Ceylon and British East Africa are naturally served increasingly by direct shipment, and their shares declined respectively to R13·63 lakhs (3·9 per cent) and R14·33 lakhs (4·1 per cent).

The chief ports of Western India did 87 per cent of this trade, as against 89 per cent in the previous year, while the share of Bombay itself (R257·09 lakhs) declined from 78 to 74 per cent, this shrinkage largely exceeding the net contraction in the whole trade. The greater part of the trade consists of manufactures from Western countries. Of these, **cotton goods** still form the most important class, though representing only 37·7 per cent of the whole, as against 40 per cent in the previous year. The high price of these fabrics naturally restricted the trade, and the decline in quantity was necessarily greater than the decline in value here discussed. **Piece goods** declined from R129·8 lakhs to R119·76 lakhs which is very much where they stood two years ago, although coloured goods at R92·64 lakhs have retained about half the gain made in 1905-06. The bareness of the European **yarn** market, the consequent high level of prices, and the more active competition of the Indian product, set free by the difficulties of the China trade, further reduced the exports of foreign yarns by 15·7 per cent, bringing the total down to R5·25 lakhs as against R6·23 lakhs in 1905-06. Persia which is the chief buyer took only R4·14 lakhs against R4·27 akhs in 1905-06 and R7·1 lakhs in 1904-05. The value of **metals** continued to grow and now amounts to R29·73 lakhs in place of R19·9 lakhs in the previous year. **Apparel** also advanced from R14·65 lakhs to R16·64 lakhs ; but **sugar**, in spite of low prices, dropped from R20·2 lakhs to R14·65 lakhs, and **oils** fell by no less than 53 per cent to R2·57 lakhs. The exports of foreign **tea** receded from 781,000 lbs to 501,000 lbs, the difference being 280,000 lbs of which 56 per cent or 157,000 lbs arises from the contraction of Persia's purchases to 207,000 lbs. The export of foreign tea to Russia, which had dwindled to 30,000 lbs in 1905-06, became extinct ; but it is shown elsewhere that Russia largely increased her demand for Indian tea. The exports of foreign green tea also nearly reached vanishing point with a total of only 26,000 lbs.

The re-exports to Western countries are comparatively small, but the R81·13 lakhs taken by the United Kingdom represents 23·24 per cent of the total re-exports as against R68 lakhs or 19·3 per cent in 1905-06. The chief commodity is raw wool which is shipped mainly from Karachi and which advanced from 5,045,000 lbs and R25·81 lakhs to 5,221,000 lbs and R29·59 lakhs.

EXPORTS OF INDIAN MERCHANDISE

The exports of Indian merchandise represent 98 per cent of the total exports and 60·75 per cent of the total trade in merchandise. The total value of the exports of Indian merchandise in 1906-07 was R173·07 crores as against R158·18 crores in the previous year. The increase was thus one of 9·41 per

cent to be compared with the increase of 5·08 per cent in the value of imported merchandise. The increases in exports in the previous three years had been—1903-04, 19 per cent; 1904-05, 3 per cent; 1905-06, 2·7 per cent. The following statement shows the progress made in the past 27 years :—

	R	Percentage increase +
Average 1880-81 to 1884-85	79,44,52,789	
„ 1885-86 to 1889-90	88,75,15,074	+11·7 per cent
„ 1890-91 to 1894-95	1,01,43,43,860	+14·3 „
„ 1895-96 to 1899-1900	1,03,64,92,715	+ 2·2 „
„ 1900-01 to 1904-05	1,31,00,38,459	+26·4 „
1905-06	1,58,17,91,642	+20·7 „
1906-07	1,73,07,04,827	+ 9·4 „

The principal articles in the exports trade are enumerated in the appended list with their values (in R) for five years :—

	1902-03	1903-04	1904-05	1905-06	1906-07
Cotton	14,75,71,981	24,37,61,464	17,43,46,872	21,33,29,690	21,96,56,729
Rice	18,89,52,506	19,08,49,230	19,62,04,232	18,63,81,436	18,52,61,851
Jute	11,12,64,752	11,71,81,222	11,96,56,462	17,12,56,641	26,83,86,810
Cotton yarn and cloth	10,00,76,891	10,47,23,079	11,64,31,908	14,42,54,998	12,16,87,933
Hides and skins	8,43,51,534	8,93,50,894	9,90,58,558	13,75,71,140	15,34,87,698
Jute manufactures	9,01,98,987	9,46,91,969	9,93,88,676	12,44,79,844	15,71,62,303
Seeds	14,88,25,711	14,51,58,299	14,41,08,555	10,60,92,267	13,01,94,999
Opium	8,01,69,354	10,47,01,638	10,62,34,442	9,47,17,667	9,30,79,224
Wheat and wheat flour	4,98,08,201	11,61,88,389	18,59,82,302	9,17,27,260	7,84,34,285
Tea	7,36,16,421	8,55,79,327	8,46,54,867	8,84,76,037	9,86,62,354
Lac	1,85,07,872	2,72,38,970	3,07,64,121	3,18,01,161	3,49,97,740
Wool	1,16,53,204	1,37,73,957	1,89,16,747	2,11,47,283	2,42,65,408
Coffee	1,32,12,628	1,36,73,773	1,66,09,757	1,75,67,240	99,64,778
Pulse, millets, and cereals	1,60,37,173	1,88,90,652	2,90,25,322	1,71,25,995	1,28,96,498
Spices	63,62,103	92,80,760	69,40,103	90,78,656	60,20,378
Wood and timber	87,51,474	1,12,20,919	78,41,754	89,60,168	83,17,434
Oils	85,76,793	1,03,09,017	1,00,30,678	81,68,253	69,85,964
Provisions	67,88,510	61,45,524	65,72,001	71,09,770	65,11,181
Indigo	1,20,56,819	1,07,62,026	83,46,073	58,63,777	70,04,773
Silk	65,48,153	63,42,468	49,69,975	56,39,679	68,65,018

Indian exports consist mainly of raw agricultural produce; and they tend to increase as a consequence of a good season and to diminish in times of shortage. But it is evident that in India, as in other countries, reduced exportation of food-grains may result from the smaller production or larger internal consumption arising from increased earnings in respect of crops like jute, and that exportation of commodities of this latter description may be stimulated by a shortage of produce in whose handling and transportation they are required. The second and third articles on the list furnish an example. The prodigious increase of R971·3 lakhs or 56·7 per cent in the exports of **raw jute** (which now largely surpasses in value any other single article) was swelled out of proportion to the quantitative increase by the high prices paid for the crop; and certain details given elsewhere regarding the movements of **rice** leave little doubt that the diminution in the exports of that grain (much more marked in quantity than in value) was conduced to by the greater consuming power of the people, more particularly in the jute districts. On the other hand, the increase in the exports of jute manufactures would probably have been less but for the falling-off in the shipments of wheat and seeds in the past two seasons. **Jute manufactures** increased by R326·82 lakhs, making the total figure for jute and its manufactures R4,255·49 lakhs and the total increase R1,298·12 lakhs. **Cotton,** which comes next to jute in importance, increased by about R63·27 lakhs or nearly 3 per cent in value but very slightly in quantity. On the other hand, exports of **cotton manufactures** receded by R225·67 lakhs or 18·5 per cent, the net decline on cotton and its manufactures being R162·4 lakhs. The contraction in the exports of **wheat**

and wheat flour was one of R132·93 lakhs or about 14·5 per cent, while **Pulse, millets, and cereals** showed a loss of R42·3 lakhs or 24·7 per cent.

In addition to the articles specified in the foregoing list there are certain others which in the past year have attained a considerable value. The largest of these is *Manures*, which represented a total of R101·3 lakhs, while *Fodder, bran, and Cattle food* amounted to R94 lakhs; *Indian metals and manufactures*, R91·5 lakhs; *Coal and Coke*, R76·15 lakhs; *Raw hemp*, R68·73 lakhs, and *Coir manufactures*, R56 lakhs.

The statement below shows for five years the value **in thousands of rupees** of the trade in each of the four principal classes under which articles are grouped in the Accounts:—

	1902-03	1903-04	1904-05	1905-06	1906-07
Articles of food and drink . . .	35,89,88	44,71,03	53,06,93	42,32,37	40,24,89
Chemicals, drugs, medicines, narcotics, and dyeing and tanning materials . .	10,71,45	13,00,65	12,78,88	11,44,84	11,54,89
Raw materials and unmanufactured articles .	52,08,49	62,67,38	57,39,71	67,13,98	81,53,38
Articles manufactured and partly manufactured . . .	25,81,69	27,64,43	29,32,17	35,67,45	37,84,21

ARTICLES OF FOOD AND DRINK

In this class there was a net decline of R2·07 crores in value, the total value being about R40·25 crores (£26·83 millions), as against R42·32 crores (£28·21 millions) in 1905-06 and R53·07 crores in 1904-05. Of this decline 64 per cent was accounted for by the falling-off in wheat and wheat flour. The crop of 1906 and that of the current year have both compared ill with the abnormal yield of 1905, although largely exceeding the average of the previous five years. The only article in this class which shows an increase is Tea, of which the exports have attained the unprecedented value of R9·87 crores.

Coffee.—The Indian coffee trade in 1906-07 has been bad. The main causes of the depression are the increased popularity of tea abroad and the nugatory character of the Brazilian valorization scheme in the face of the heavy crop in that country. Contracting exports are accompanied by declining values, as may be seen from the statement below:

	Cwt	R
1902-03 . . .	269,165	1,32,12,628
1903-04 . . .	291,254	1,36,73,773
1904-05 . . .	329,647	1,66,09,757
1905-06 . . .	360,182	1,75,67,240
1906-07 . . .	228,094	99,64,778

The decrease is 36·67 per cent in quantity and 43·28 per cent in value, for the value per cwt at R43-11-0 has declined by 10·4 per cent in one year and by 13·3 per cent in two years. And all the European indications point to a weak market ahead.

The shipments of coffee to the United Kingdom make a depressing scholion to those relating to tea. They declined from 172,384 cwts to 82,358 cwts and now represent only 36·2 per cent of the diminished total, while France's reduced purchases of 95,493 cwts instead of the 132,233 cwts taken in 1905-06 now represent 41·86 per cent of the total. It is known that most of the superior

coffee shipped to the United Kingdom is forthwith distributed to other parts of the world; so it may be taken that the diminished continental demand betrayed by the fall of 28 per cent in the exports to France contributed to the decline of 52 per cent in those to the United Kingdom.

Fruits and Vegetables—The value of the exports of fruits and vegetables amounted to ₹34·57 lakhs as against ₹37·29 lakhs in 1905-06. The principal article is **copra** exported mainly from Madras, but the quantity fell from 177,049 cwts to 126,454 cwts and the value from ₹22·07 lakhs to ₹18·95 lakhs. The decline was thus 28·58 per cent in quantity and 14 per cent in value, the average value having improved by a further 20 per cent to ₹14·99 per cwt.

Rice—Exports of rice in 1906-07 represented 66·96 per cent of the total value of food-grains exported from India, against 63·1 per cent in the previous year, but only 10·7 per cent of the value of all Indian produce exported as compared with 11·8 per cent.

The most salient features of the Indian rice trade in 1906-07 have been the strong internal demand, high prices, the large shipments from Burma to India proper, and the substantial diminution of exports to foreign countries. The surplus available for foreign export may be curtailed either by a shortage in the crop of rice produced, or by a shortage in other food-grains for which rice may be substituted, or by exceptional prosperity and enhanced consuming and holding power among the cultivators of crops other than food-grains, or by a movement or disposition of cultivators to substitute such specially profitable crops for rice. All of these contributed in greater or less measure to the facts now to be recorded; and some idea of the cumulative effect of a small increase in consumption or reservation of stock may be gathered from the following figures. If we accept the lowest estimate of average consumption of rice per head (*i.e.*, ½ ser=1·03 lbs) and assume that the increased consumption or reservation by the 50,722,000 of population in Bengal alone amounts to only one hundredth part of such average consumption, the total withdrawal from visible supply on account of the one province alone would amount to 2·3 million maunds or about 84,500 tons. The total rice crops from which the exports of 1906-07 were mainly drawn was estimated at 433,138,000 tons against 448,461,000 tons in the previous year and in places it certainly fell short of the estimate.

The following statement shows in thousands of hundredweights and in thousands of rupees the exports abroad during each of the last five years :—

	Quantity	Value
1902-03	47,485	18,89,31
1903-04	45,002	19,08,28
1904-05	49,486	19,61,90
1905-06	43,037	18,63,50
1906-07	38,704	18,52,17

The exports to foreign countries therefore receded by 10 per cent in quantity, which bears out the forecast made in last year's *Review*. In value the decline was only 0·61 per cent, which is accounted for by a further rise of 10·5 per cent in the average declared value. Some gauge of the intensification of Indian demand may be found in the shipments of rice from Burma to India proper. These amounted in 1906-07 to 821,000 tons, which marks an advance of no less than 411,000 tons or 78·4 per cent on the figures for the previous year, and nearly 171 per cent on those for 1904-05. Formerly the greater part of these

coastwise exports from Burma went to Bombay and Madras; but in the year under review the quantities and values were—

	Quantity (cwt)			Value (₹)		
	1905-06	1906-07	Increase+ or Decrease—	1905-06	1906-07	Increase or Decrease—
Bengal	273,299	5,530,816	+5,257,517	11,09,330	2,47,99,099	+2,36,89,769
E. B. and Assam	531,097	4,780,119	+4,249,022	21,35,241	2,26,15,330	+2,04,80,089
Bombay	4,508,941	2,292,679	—2,216,262	1,94,13,176	1,11,63,994	—82,49,182
Madras	3,441,084	3,455,440	+14,356	1,06,63,611	1,30,04,321	+23,40,710
Burma	162,885	145,469	—17,416	5,78,554	6,23,989	+45,435
Native States	446,752	214,776	—231,976	14,19,244	6,78,477	—7,40,767
Total	9,364,058	16,419,299	+7,055,241	3,53,19,156	7,28,85,210	+3,75,66,054

It is noticeable that, whereas the average price of rice in Calcutta was about 55 per cent higher than in 1905-06, the price in Rangoon advanced by only 19 per cent. There is reason to believe that the increase of price in Bengal and in Eastern Bengal and Assam was promoted by the jute cultivators' exceptional prosperity. A careful estimate of the sums paid to cultivators for jute in the different districts shows the total farm value to have been some forty crores of rupees, of which about fifteen and a half crores were clear profit. And a marked rise in the selling price of one form of produce induces a rise in the prices of all crops for which it can be readily substituted. Whereas Bengal together with Eastern Bengal and Assam imported rice to a value exceeding that of the previous year by ₹441·7 lakhs, they together exported raw jute exceeding the previous year's record by ₹968·9 lakhs.

Japan, which in the previous four years had taken rice from India (including Burma) at an average rate of nearly 337,262 tons per annum, reduced her demand to 133,153 tons or about 39 per cent of the said average. Ceylon is now the largest single purchaser of Indian rice and took 338,862 tons, worth ₹4 crores, as against 340,128 tons in 1905-06 with a value of ₹3·44 crores. There was a decrease of ·38 per cent in quantity with an increase of 16 per cent in value, which marks a rise of 16·8 per cent in specific value. It was expected that the destruction of crops in Southern China would greatly strengthen the demand from that country. There was an increase to 15,946 tons as against 4,315 tons in 1905-06; but in 1904-05 China under war conditions took 17,160 tons. The shrinkage of the exports to the Straits Settlements from 251,400 to 203,400 tons indicates a decline of 21·5 per cent partly due to a further resort to direct shipment and a resultant neglect of the Straits as a point of distribution.

The practice of shipping rice to Egypt "for orders" and then forwarding it to destinations not at first known in India vitiates to some extent the figures relating to exports to western countries. For example, at this time last year Egypt figured for 321,775 tons in the accounts, but on adjustment this has been reduced to 65,868 tons, the balance of nearly 256,000 tons having been distributed among other countries. So the following figures must be recognised as incomplete. Germany has increased her lead as the chief occidental buyer of Indian rice and took 262,498 tons with a value of ₹227 lakhs. The quantity taken by the United Kingdom showed a further decline at 131,996 tons with a value of ₹125·4 lakhs, and the direct shipments to Austria-Hungary fell away to 116,332 tons, though the value was slightly higher at ₹88 lakhs.

The exports of unhusked rice declined from 41,437 tons with a value of R22·6 lakhs to 32,757 tons with a value of R19·99 lakhs, of which Ceylon took 32,732 tons included in her figure quoted above.

Wheat—On the average of the last five years the value of the wheat exported represented 32·76 per cent of the exports of all food-grains and 5·23 per cent of the total value of Indian merchandise exported.

It must be understood that the wheat exports of one financial year are drawn mainly from the crop of the previous year. The wheat exported in 1906-07 therefore belongs mainly to the crop of 1905-06; but no review of the wheat trade can be properly intelligible from which particulars of the crop are excluded. For these reasons the following statement is given as showing the Indian exports for the year 1906-07 in comparison with the crop data for 1905-06, and the average exports in the five years ending 1905-06 with the average crop data for the five years ending 1904-05. Comparison is also made between the figures for the year under review and those for the last preceding year; and in every case the percentage ratio of increase or decrease is brought out, the average of the earlier period or year being taken as 100. A column is added showing the areas under irrigation; and it may be stated that in 1899-1900 the irrigated area under wheat, which now stands at 9,133,000 acres, represented 8,120,000 acres.

The five years' period relating to crop includes 1900-01, in which the area was restricted as a consequence of the failure of the crop in 1899-1900; and this restriction naturally affected the exports in 1901-02, which is the first of the group of five years averaged in respect of exports. The crop of 1905-06 again was seriously damaged by drought and hail when approaching maturity. It was from this crop that the exports in the year under review were mainly drawn; and this accounts in great measure for the fact that these exports represented in quantity only 85·6 per cent and in value only 85·04 per cent of those in the previous year. The crop of 1906-07 has to a great extent been garnered at the time of writing and some of it has been shipped. It is estimated as being 8,508,040 tons, which is short of previous year's figure by 70,500 tons and 10·9 per cent greater than the average for the five years ending 1904-05.

	1	2	3	4	
	Average of previous five years	Previous year	Year under review (*b*)	Ratio of col. 3 to	
				Col. 1	Col. 2
Area, thousands of acres .	25,517	28,470	26,296	103·05	92·36
Outturn, thousands of tons .	7,675	7,582	8,578	111·77	113·13
Irrigated area, thousands of acres (*a*) . . .	8,235	7,420	9,133	110·9	123·09
Exports, thousands of tons .	1,053	937	802	76·16	85·6
Exports, thousands of rupees .	9,06,01	8,53,44	7,25,77	80·16	85·04
Average export value, rupees .	86	91	90·5	105·23	99·45
Imports, thousands of tons .	7	23	10	142·86	43·48

(*a*) For British India only.

(*b*) In respect of area and outturn, the "year under review" is 1905-06. In respect of Exports and Imports, the "year under review" is 1906-07.

In 1904 India was the largest contributor to the wheat supply of the United Kingdom and furnished 25,493,000 cwts out of a total of 97,782,500 cwts. But in 1906 it fell back into the fourth place with 12,636,200 cwts, which the United States, Russia, and Argentina all exceeded. The United States, which in 1903 sent 24,197,895 cwts to Britain, sent only 22,490,900 cwts in 1906. On the other hand, the British crop in spite of a contraction of 2 per cent in area yielded about 7,577,305 quarters against 7,541,582 quarters in 1905.

The only other considerable purchaser of Indian wheat in the year under review was Belgium, which took about 791,000 cwts ; but this is only 70 per cent of her takings in 1905-06, and France reduced her demand from 1,855,000 cwts to about 194,000 cwts. The figures relating to individual European countries may, however, undergo substantial modification when advices have enabled the Department to assign to them separately their shares of the considerable shipments made to Egypt "for orders."

It is not generally remembered that some foreign wheat is imported into certain provinces of India every year and that in times of shortage it is taken in considerable quantities even by ports from which grain is commonly shipped. In 1906-07 the imports amounted to some 209,696 cwts with a value of about R11·4 lakhs. Of this 186,511 cwts were received from Asiatic Turkey and 21,952 cwts from Persia.

The year was notable for the fact that the Government of India procured the adoption by the export trade of a new form of contract limit g much more strictly the proportion of dirt and seeds in Indian wheat.

The shortage in wheat and the continued high prices neces rily restricted the exports of **wheat flour.** These stood at 1,031,500 cwts in 1904-05 and 899,056 in 1905-06, but declined in 1906-07 to 818,461 cwts with a value of R58·57 lakhs. The decline in 1906-07 is one of 8·96 per cent in quantity and 8·24 per cent in value. The exports go mainly to Aden, Arabia, Mauritius, East Africa, the Straits Settlements, and Ceylon. It was unfortunate that Indian millers should have been incapacitated from competing for a share in the abnormal Chinese demand of recent months by which certain of their competitors have profited considerably. The essays at trade with the United Kingdom were for the time being practically abandoned, the parity of prices both in wheat and flour being altogether unfavourable.

The **food-grains other than rice and wheat** exported in 1906-07 declined by 28 per cent or 1,265,800 cwts ; and this, following a decline of 47 per cent in the previous year, brought the total to 3,220,200 cwts with a value of R129 lakhs, as compared with 8,535,400 cwts and R290·25 lakhs recorded two years ago. The largest quantitative shrinkage was this year in **jawar** and **bajra,** which fell by 53 per cent to 780,400 cwts, and **pulse** contracted by 48·6 per cent to 1,098,400 cwts, while **barley** more than recovered the shrinkage of 1905-06 and attained the level of 416,100 cwts. **Other sorts** including maize, also showed a decline of 54 per cent to 76,700 cwts ; and **gram** recorded at 848,600 cwts an advance which amounted to 103 per cent on the figures of the previous year.

Provisions—The value of provisions exported declined by 8·4 per cent to R65·1 lakhs, which is slightly below the figure at which they stood in 1904-05. The principal articles in the class are **ghi** (clarified butter), which receded to R23·6 lakhs, and **fish** which fell to R15·6 lakhs.

Spices—Exports of spices dropped from R90·79 lakhs to R60·2 lakhs, which is lower than in any of the five previous years. The R30·59 lakhs so lost

represents a decline of 33·69 per cent, and of this R28 lakhs is accounted for by the contraction of exports of **pepper** to R33 lakhs or 9,499,000 lbs.

It must, however, be borne in mind that **pepper** stood at an extraordinarily high figure in last year's accounts ; whereas the decline of R2·85 lakhs in **ginger**, bringing the value to R9·67 lakhs, is a real departure from the normal, and makes a reduction on figures already exceptionally low. The reality of the shortage in ginger is emphasised by the advance of 41 per cent in the specific value of the article to As. 2-10 per lb, while the rise in that of pepper is only 1·7 per cent to As. 5-6 per lb. Exports of **chillies** on the other hand advanced by 22·27 per cent in quantity and 12·34 per cent in value, the totals being 11,008,000 lbs and R14·38 lakhs.

Tea—The year under review has, on the whole, been the most prosperous recorded in the Indian tea trade. It began with considerable misgivings ; but the trade revived rapidly after the British duty was reduced to five pence ; and the increase in the Russian demand helped to sustain the market through a most active season. Good souchong, which stood at *6d.* in London in April 1905 and *8d.* in April 1906, touched *1s.* in August 1906, and was firm at *11d.* in March 1907. The demand for Indian tea was stimulated by a contraction of some 3,000,000 lbs in Ceylon's production as a consequence of unfavourable weather and by a shortage in China's shipments. Ceylon's shipments to the United Kingdom were reduced by about $5\frac{1}{2}$ million pounds while the English market also took from China nearly 2 million less than in 1905. This last deficiency was however nearly made good by increased shipments from Java, the imports from which in the last 3 years were :—

	lbs
1904	11,616,927
1905	11,125,725
1906	12,726,518

The **area and production** of tea in India since 1902 have been as follows :—

	Area acres	Productoin lbs
1902	525,257	188,589,261
1903	526,611	209,041,888
1904	524,472	221,565,631
1905	527,290	221,488,139
1906	529,995	240,947,255

In 1906 there were 423,828 acres (or 80 per cent of the whole) in the province of Eastern Bengal and Assam, which with Bengal proper represented 81·5 per cent of the total, the balance being divided between Northern India with 17,422 acres, Southern India with 36,028, and Burma with 1,498 acres.

The production has increased much more rapidly than the area ; and while since 1902 the latter has developed by only 1 per cent, the former has advanced by 26·08 per cent. It is, however, extremely difficult to check the estimates of production owing to the unascertainable nature of the internal consumption, which there is reason to believe as must exceed 7 million lbs per annum.

The **joint-stock capital** engaged in the industry amounts to nearly £14,540,875, *viz.*—

	R	£
Companies registered in India	3,41,82,985	2,278,866
„ „ London	...	12,262,009

This gives an average joint-stock capital of £27 per acre. It takes, however, no account of the large but unknown quantity of **private capital** also engaged.

The **labour** employed is returned as 491,457 permanent and 81,642 temporary hands, making a total of 573,099 hands. This represents a net increase of 20,000 on the previous year and an average of 1·08 hands per acre.

The following figures show the quantity and value of tea **exported** from India in the last five years :—

	Quantity lbs	Value ₹
1902-03	181,423,518	7,36,16,421
1903-04	207,159,793	8,55,79,327
1904-05	211,887,158	8,46,54,867
1905-06	214,223,788	8,84,76,037
1906-07	233,706,756	9,86,62,354

The figures for 1906-07 represent a record both in quantity and value. The increase in quantity, as compared with 1905-06, is 19·48 million lbs or slightly over 9 per cent, and in value ₹101·86 lakhs or 11·5 per cent, the increase in specific value thus being one of about 2·18 per cent.

The quantities of tea exported to the principal countries in the last three years have been as follows **in thousands of lbs:—**

	1904-05	1905-06	1906-07
United Kingdom	167,691	166,591	176,214
Canada	12,607	15,019	14,494
Russia	9,332	9,988	13,761
Australia	6,601	7,729	9,499
Turkey in Asia	4,009	3,543	3,101
Ceylon	1,293	2,101	4,825
China	1,813	3,076	4,820
Persia	3,136	1,102	929
United States	2,237	2,175	1,749
Other countries	3,168	2,900	4,315

As compared with the 9 per cent increase in total exports, we find that the United Kingdom took only 5·77 per cent (9,623,000 lbs) more than in 1905-06, so that her share in the total shipments declined from 77·76 to 75·4 per cent. This percentage tends to diminish continuously. It is impossible in this place to analyse the distribution of this tea from the United Kingdom, and it is known that, owing to the use of optional bills of lading for shipments to London, the figures above do not in all cases show the actual destination of the goods. It is, however, found that over the seventeen years 1890 to 1906 the net discrepancy between the Indian returns of exports to the United Kingdom and the British returns of imports from India is considerably less than 1 per cent. The consumption in the United Kingdom in 1906 is estimated at 270,100,000 lbs or 6·18 lbs per head of population. Among foreign countries the largest single increase appears in the figures relating to Russia, which took 3,773,000 lbs more than in 1905-06, the increase being about 37·77 per cent.

The direct shipments to the United States are found to have declined by a further 19·6 per cent. The exports to Canada show a decline, both relative and absolute, and now represent 6·2 per cent of the total; and those to Australia, which represented 3·1 per cent in 1904-05, now represent 3·6 per cent, having registered an advance of some 1,770,000 lbs or nearly 23 per cent.

Five years ago Calcutta shipped 94 per cent of the entire tea exports of India. Last year she did only about 75·4 per cent of the total, while Chittagong in the same time has raised her percentage from 8·2 to 18, and Southern India at 6·7 per cent has more than doubled her share.

The average **prices** of the three descriptions of tea most largely sold at public sales in Calcutta in the last five years have been as follows, stated in annas and pies per lb. :—

	Broken Pekoe	Pekoe	Pekoe Souchong
	a p	*a p*	*a p*
1902	6 1	5 2½	4 3½
1903	6 6½	5 10	5 2
1904	5 10	5 4	4 6
1905	6 3	5 2	4 2
1906	6 8	5 7	4 7

It must not be assumed that the wide divergence between the prices of superior and inferior teas in 1905 was due only to the fact that some exceptionally fine teas were produced or that the inversion of these relations in 1906 was due entirely to the absence of exceptional teas. It is very probable that the reductions of the British duty, while not large enough to lead to a reduction of retail price, induced dealers to improve the quality of their mixings, and that the gradual all-round rise of wholesale prices has recently led to an abandonment of this policy and a stronger demand for teas of lower class to be retailed at an unchanged rate.

METALS AND MANUFACTURES

On the average of the last three years the exports of Indian Metals and Manufactures have represented only ·4 per cent of the total exports of Indian merchandise.

Exports of Indian Metals and Manufactures during 1906-07 present some curious statistical features. The total increased to 10,051,664 cwts with a value of ₹91,49,578, the increase being 55·5 per cent in quantity and 73·5 per cent in value. But the specific values of different descriptions vary so greatly that the figures by themselves have little meaning. **Manganese ore,** which this year represents 77·5 per cent of the increased total value (as against 81·9 per cent in 1905-06) has a value of only As. 11-6 per cwt (as against As. 10-11 in the previous year); while **copper** and **brass** (wrought) which represent only 8 per cent of the total (against 9·5 per cent last year) has a value of ₹76-7-1 per cwt (against ₹59-14-9 in the previous year); and "Other sorts" which now form 14·5 per cent (against 8·4 per cent) of the total have an average value of ₹7-6-7 per cwt as compared with ₹3-10-3 in 1905-06. The specific value has therefore increased by 5·5 per cent in the case of Manganese ore and by no less than 103·6 per cent in the case of "Other sorts," while it would, in spite of all probabilities to the contrary, appear to have declined by 21·6 per cent in the case of copper and brass. But the quantity and value of copper and brass exported were 12,194 cwts and ₹7,30,137 while the value of "Other sorts" was ₹13,31,161, and this comprised increases of no less than ₹6,30,942 in old copper for remanufacture, ₹44,238 in tin ore, ₹1,11,350 in pig iron, and ₹81,808 in unenumerated metals. In addition to these there were in the year under review exports of chrome iron ore with a value of ₹1,66,090, iron, wrought, ₹1,23,013, iron, old, for remanufacture ₹60,342, lead ₹46,810, and brass, unwrought, ₹37,541.

The continued restriction of the Russian output of manganese ore, the fact that the greater part of the exports from India is superior in quality to the Caucasian product, and the exceptional activity in the steel industry during the past twelve months, have together rendered the business extraordinarily profitable; and the total shipments amounted to 9,859,855 cwts with a value of ₹70,88,280, which went mainly to the United Kingdom 4,392,130 cwts, Belgium 1,971,614 cwts, and the United States 2,786,400 cwts.

CHEMICALS, DRUGS, NARCOTICS, AND DYES

Saltpetre, together with Borax, practically represents the exports of chemicals from India. The quantity increased from 336,429 cwts to 353,378 cwts, while the value rose from R38·5 lakhs to R41·4 lakhs. The quantitative expansion of 5 per cent in conjunction with a 7·5 per cent rise in value, marks a further increase of 2·36 per cent in the declared value of the article. This only reflects the general tendency in all nitrates, which have again been subject to marked fluctuations during the year.

Borax, which in the world's markets showed a rise of some 15 per cent in price during the year, was exported to the extent of 5,613 cwts with a value of R1,15,300, its average value having risen by 5·7 per cent.

The **Opium** trade during the latter part of the year 1906-07 was largely influenced by the proposals of the Chinese Government for its ultimate abolition and for the early doubling of the import duty. Doubts have been suggested in well-informed quarters as to the reality of the Chinese Government's power to abolish the internal traffic, and it is believed by shippers with a good knowledge of China that the area under opium in certain parts of that country is being increased to make good any such shortage in supply as may result from restriction of the imports from India. On the other hand, there have been recent reports that the official movement is already taking effect. The proposal to increase the Chinese duty and the uncertainty as to when it may come into force have moreover discouraged Indian shippers and created an uneasy feeling among cultivators, who, although they had a good crop last year, are said to be now contemplating a reduction of area. The effect of reducing production should have been to raise prices, and in the case of Bengal opium the intention of Government to curtail the monthly sales from the scheduled 4,400 chests to 4,000 as from July 1907 caused a recovery after a considerable decline. But Malwa opium is subject to special disabilities, amongst which is its variability in consistency, weight, and strength; and during the year under review the price for this description has ruled about R150 lower than in 1905-06.

The continuous decline in the exports of Malwa opium to China is shown by the following figures:—

1885 to 1889 average	35,035 chests
1890 to 1894 „	28,907 „
1895 to 1899 „	22,590 „
1900 to 1904 „	21,108 „
1904	18,823 „
1905	15,043 „
1906	12,991 „

The extent to which Malwa opium dominates the Bombay market may be seen on comparison of the above figures with those relating to Bombay in the following table. This statement shows for the last five years the quantities of all opium exported from Bengal and Bombay respectively, the total value **in thousands of Rupees,** and the average prices.

	Exports				*Average price per chest*	
	Bengal chests	Bombay chests	Total chests	Value	Bengal R	Bombay R
1902-03	48,154	19,377	67,531	8,01,69	1,144	1,295
1903-04	48,218	25,419	73,637	10,47,02	1,460	1,349
1904-05	47,855	19,006	66,861	10,62,34	1,585	1,599
1905-06	48,833	14,103	62,936	9,47,18	1,438	1,736
1906-07	53,588	12,686	66,274	9,30,79	1,381	1,501

In Bombay there was a decline of 1,417 chests or 10 per cent in quantity and a loss of 13·7 per cent in average value. Bengal increased its shipments by 4,755 chests or about 10 per cent with a loss of nearly 4 per cent in average value. The total quantity showed a net increase of 3,338 chests or 5·3 per cent and a decrease of 1·73 per cent in the total value. The average price of the Calcutta sales was R1,371 for the calendar year and R1,391 for the twelve months ending March 1907, the highest in each of these periods respectively being R1,513 in November 1906 and R1,511 in March 1907. Exports to Hong Kong and the Straits Settlements showed increases of 2,158 chests and 585 chests respectively, the totals being 40,044 chests and 12,953 chests. Shipments to Treaty Ports rose by 425 chests to a total of 10,546 chests.

Tobacco—The trade in Indian tobacco, unmanufactured and manufactured, is feeling very severely, both at home and abroad, the competition of America as a grower and as a maker of cigarettes and of certain European countries as producers of cigars. Some progress is, however, being made in the adoption of more exact methods of cultivation and manufacture; and it is to be hoped that such quantitative expansion of exports as we have to record this year may not always be made at a sacrifice in value.

The following are the figures of the trade for the last three years:—

	Unmanufactured		Manufactured	
	Cwts	₹	Cwts	₹
1904-05 . .	109,968	12,56,950	9,497	8,24,320
1905-06 . .	116,886	14,07,241	10,543	9,33,196
1906-07 . .	187,001	20,49,623	12,039	10,46,355

In unmanufactured description therefore the exports in 1906-07 grew by 60 per cent in quantity but in value the increase was only 46 per cent, the specific value having declined to R10-15-4 or by nearly 9 per cent in spite of considerable firmness in the world's markets for raw tobacco. In the manufactured classes the decline in specific value is 1·4 per cent; but it reduces the satisfaction that otherwise might have been felt in the increase of 14 per cent in the quantity shipped. The largest quantities of Indian cigars are taken by the Straits Settlements, the United Kingdom, and Gibralter. Most of the unmanufactured leaf goes to the Straits Settlements, Aden, China, and Holland and much of it is intended to be consumed in the *hookah* or *narghili*, so that strictly its values are not comparable with the values of leaf produced in other countries for manufacturing purposes.

Indigo—The year 1906-07 has brought some encouragement to Indigo planters. The results obtained from the Java-Natal seed have left no doubt as to its superiority, and a larger area has been sown with it for the coming season. Considerable hope and some controversy were awakened by the publication of the conclusions arrived at by the Government of India's bacteriologist after two years' investigation regarding the relative virtues of natural and synthetic indigo. The one point that remains uncontroverted is the absolute necessity for standardization of strength in the vegetable product. In Bihar the first crop was destroyed by floods, but the quality of the later product was exceptionally good. Prices both in Calcutta and London consequently hardened about 12 per cent. From this it is argued in some quarters that bottom has been reached and that such demand, as now survives, is for purposes to which the synthetic dye cannot be applied. The statement of exports given below does not quite support this view, for it will be seen that the increased demand emanates mainly from Persia and Japan and is a new and therefore perhaps temporary demand.

One element of strength in the recent demand for indigo has been the activity of iron and machinery trades and the large consumption of indigo-dyed clothing commonly worn in the shop.

The following statement shows the exports of indigo in 1906-07 and the five previous years. The total, ten years ago, was 169,500 cwts with a value of R4·37 crores, and that was about 19 per cent below the value for the previous year.

	From Calcutta	From Madras	From other ports	Total	Value
	Cwts	Cwts	Cwts	Cwts	₹
1901-02 .	55,038	25,400	9,312	89,750	1,85,22,554
1902-03 .	29,403	32,242	3,732	65,377	1,20,56,819
1903-04 .	29,858	24,414	6,138	60,410	1,07,62,026
1904-05 .	30,029	11,901	7,322	49,252	83,46,073
1905-06 .	19,062	7,756	4,368	31,186	58,63,777
1906-07 .	19,309	11,159	4,634	35,102	70,04,773

Therefore the declines in quantity and value respectively have been as follows :—In ten years nearly 80 per cent in quantity and nearly 84 per cent in value; in five years 60 per cent in quantity and 62 per cent in value. In 1906-07, however, there was a recovery of 12·5 per cent in quantity and of 19·5 per cent in value, the difference between these percentages being due to an improvement of 6 per cent in the specific value, following one of 11 per cent in 1905-06. These successive rises bring the average declared value to ₹199 per cwt.

The exports to the United Kingdom improved by some 2·5 per cent to 7,942 cwts, and the Continent of Europe increased its demand very slightly to 7,063 cwts. Egypt still retains the first place, but with a reduced total of 9,195 cwts, and the purchases for the United States fell off from 1,530 to 1,258 cwts. Japan and Persia are the two countries that have shown a marked recovery in the past year. In place of 242 cwts in 1905-06, Japan took 1,600 cwts with a value of R2·93 lakhs; and Persia in place of 1,676 cwts took 2,422 cwts with a value of R4·3 lakhs. These mark quantitative increases of 661 per cent and 44·5 per cent on the year; but it must be remembered that in 1905-06, the Persian figures showed a decline of nearly 56 per cent, while the exports to Japan five years ago amounted to 5,710 cwts.

The psychological effect of the year's results are indicated by an increase of 18 per cent in the area placed under the crop for the current season. In Madras the total area is now only 1 per cent below the average of the five years ending 1904-05, but the overall shortage in Bengal, Madras, the United Provinces and the Panjab is one of about 38 per cent. The total yield in these four provinces, was estimated in December 1906 at 69,700 cwts,and it is understood that the return has been fully up to expectation.

Other Dyeing and Tanning Materials—The following statement shows the exports of the principal articles in this class in the last three years :—

	1904-05		1905-06		1906-07	
	Cwts	₹	Cwts	₹	Cwts	₹
Cutch . .	62,562	9,71,041	55,070	8,63,876	97,269	15,92,561
Myrabolams .	1,187,585	42,59,063	1,206,398	44,60,676	1,162,219	43,97,591
Turmeric .	44,090	3,04,756	49,545	4,41,768	62,246	7,08,967

Of these **myrabolams** is by far the most important and is influenced by the internal demand which is indicated by the increased exports of tanned hides and skins (q.v.) The exports of myrabolams declined by 3·66 per cent in quantity

and by 1·4 per cent in value, the difference in these ratios being due to a rise of 2·33 per cent in the specific value. **Cutch** recovered by 76 6 per cent in quantity and about 84 per cent in value, while the exports of **Turmeric** represented a quantitative improvement of 25·6 per cent and a gain of more than 60 per cent in value.

OILS

Oils (animal, essential, mineral, and vegetable) showed in 1906-07 a further decline of 14·5 per cent, and represented a total value of only R69·86 lakhs as against R81·68 lakhs in 1905-06. The greatest falling off was in **mineral oils,** the exports of which receded by 49·08 per cent to 906,136 gallons, with a value of R2·3 lakhs. Similar features were reported last year; and that they are due to no inactivity in the industry is shown by the fact that the production in Burma in the last three years has (in thousand of gallons) been:—1904, 115,904; 1905, 142,064; 1906, 137,654; while in the same period the shipments of kerosene from Burma to other Indian ports were (in thousand of gallons) 1904-05, 46,794; 1905-06, 51,680; 1906-07, 55,796. In the arrangement made two years ago between the contending oil interests, it was of course contemplated that the Indian markets should in the main be served by Burma, and the advantageous nature of the arrangement is shown by the increase of the profits of the Burma Oil Company to £578,155. The average declared value per gallon declined from As. 8 to As. 7-1, whereas in the United States prices hardened by some 5·25 per cent.

Exports of paraffin wax, which is classed as oil, increased by 6·01 per cent to 60,209 cwts with a value of R12·43 lakhs, while the shipments of candles produced from petroleum declined by 15·2 per cent to 5,095,000 lbs with a value of R14·21 lakhs.

Vegetable oils have receded by 13·4 per cent (almost the same percentage as gauged their fall in the previous year) and now have a value of R46·77 lakhs. Cocoanut oil, with a total value of R14·18 lakhs, showed a loss of R8·09 lakhs; but this is offset to the extent of 63 per cent by an increase of castor oil from R17·12 lakhs to R22·22 lakhs, while linseed, mustard, sesamum, etc., registered a net falling-off of R4·23 lakhs.

RAW MATERIALS

Coal—On an average of the three years ending 1905-06, exports of coal have represented ·81 per cent of the exports of raw materials, and ·33 per cent of the exports of Indian merchandise. In 1906-07 they represented ·93 per cent and ·44 per cent respectively.

The annual production of Indian coal in the five years ending 1885 averaged 1,227,197 tons, in that ending 1895 it averaged 2,758,640 tons, and in that ending 1905 it averaged 7,626,592 tons. The production in 1906 was estimated at 9,735,010 tons.

In twenty years the average exports had grown from 16,524 tons to 576,278 tons per annum. In 1906-07 they attained 940,054 tons with a value of R76·15 lakhs which represents an advance of 12·28 per cent in quantity and 15·75 per cent in value on the exports in 1905-06. The average value was R8·1 per ton as compared with R7·86 per ton in the previous year.

Among foreign buyers of Indian coal, Ceylon retains the first place with a total of 404,000 tons against 381,000 tons in 1905-06 and the Straits Settlements have increased their demand from 235,400 to 293,700 tons. East Africa took 15,000 tons against 10,600 tons in 1905-06, but that market ostensibly took

20,500 tons in 1904-05. Calcutta was the port of shipment for all the exports except 5,956 tons from Bombay and about 4,935 tons from other ports. The shipments from Calcutta to other Indian ports amounted to 2,251,998 tons which represents an increase of 11·9 per cent on the similar figure for 1905-06, Bombay alone taking 1,107,837 tons as compared with 1,067,778 tons in 1905-06. Shipments of bunker coal from Calcutta for use on steamers rose from 851,639 tons to 896,484 tons.

India still takes some 250,000 tons of coal and coke from abroad, but so universal is the use of Indian coal in the power-using industries of the country, that the varying difference between the indigenous production and the exports of coal might be taken as a rough gauge of the activity of internal manufactures and of shipping.

The **price** of first class Jheria Bengal coal per ton in wagon in 1905-06 averaged R2-10-6 with R2-4-0 in April as lowest and R3-12-0 in March as highest. In 1906-07 the average price has been R4-5-5 with R3-8-0 in April as the lowest and R6 in March as highest.

Cotton—The exports of raw cotton represent 26·94 per cent of the whole value of Indian raw materials exported. The trade is governed primarily by Indian crop results and secondarily by the relation of textile activity in Europe and the United States to the supplies available in America and Egypt. In al these respects the season of 1906-07 was extraordinarily favourable.

The crop which mainly furnished the exports under review was that of 1905-06. It was estimated at 21 million acres with a yield of some 3,426,000 bales of 400 lbs (12,235,714 cwts) as against 19·9 million acres in 1904-05 with an outturn of 3,826,000 bales (13,664,286 cwts). This decline in quantity upon an increased area was due to very unfavourable conditions in the Central Provinces, Berar, Hyderabad, and the Panjab. In 1906-07 the area rose to 22·34 millions of acres with an estimated outturn of 4,908,000 bales (17,528,571 cwt), and the great increase in yield per acre which was shown by these estimates gave rise to some scepticism on the part of persons inexperienced in the climatic vicissitudes that affect Indian agriculture. It may be mentioned that the average yield per acre in 1905-06 was 56 lbs per acre, while that of 1906-07 is expected to give 88 lbs per acre. This is the largest recorded average yield for all India ; but it has often been exceeded in single districts or provinces and compares very poorly with the estimated average of 233 lbs per acre in America in 1906.

The American crop in the last three years has been estimated as follows by the Census Bureau:

1904	1905	1906
61,601,200 cwts	48,236,500 cwts	59,769,402 cwts

The Egyptian crop handled in 1906 is reported to have been one of 5,960,000 cantars or 5,271,000 cwts.

The following are the prices of middling upland cotton at Liverpool in the last two years stated in pence and decimals of a penny per lb :

	1905	1906 3 months	1906	1907 3 months
Opening	3·83	6·10	6·10	5·7
Highest	6·48	6·3	6·59	6·45
Lowest	3·68	5·73	5·29	5·7
Closing	6·24	6·03	5·7	6·01
Average	5·09	5·98	5·95	6·02
At 1st April	4·28	6·1	6·1	6

The price of good Broach cotton at Bombay in the last two years was as follows in annas per lb :

	1905-06	1906-07
Opening	4	5·31
Highest	5·51	5·37
Lowest	3·96	4·8
Closing	5·29	5·14
Average	4·84	5·06

Prices were therefore somewhat higher than in 1905-06 ; and although the margin of profit was perhaps less than in that year, the textile trade throughout the world—with the exception of Russia—was extraordinarily active. In England the consumption in 1906 exceeded that in 1905 by some 370,000 cwts or 2·2 per cent. In India there was a considerable decline of activity more particularly in the later months ; and the mill consumption fell by nearly 285,900 cwts, from 7,234,800 cwts to 6,948,900 cwts. This figure allows for wastage in manufacture and is equal to 1,945,500 bales of 400 lbs. The difference of 285,900 cwts is equal to about 3·9 per cent of the figure for 1905-06 and 2·34 per cent of the entire crop of that year.

The following figures give a summary of the export trade in the last five years, **the unit being 1,000**

	Exports		*Average Declared value*	
	cwts	value ₹	per cwt ₹	a
1902-03	6,045	14,75,72	24	6½
1903-04	7,931	24,37,61	30	12
1904-05	5,658	17,43,47	30	13
1905-06	7,396	21,33,30	28	13½
1906-07	7,397	21,96,57	29	11

In the year under review there was only a negligible increase in quantity accompanied by an increase of nearly 3 per cent in value, the rise in the specific value being 3 per cent.

The statement below shows the destinations of cotton during the same period, the unit as before being **1,000 cwts :**

	1902-03	1903-04	1904-05	1905-06	1906-07
Japan	1,722	1,680	1,951	2,231	1,729
Germany	1,122	1,568	1,025	1,384	1,648
Belgium	779	1,089	668	1,126	1,101
Italy	647	1,001	627	808	874
Austria-Hungary	569	705	456	615	619
United Kingdom	372	652	347	373	451
France	419	560	235	482	558
China	196	165	171	185	166
Spain	111	265	127	140	138

The decline in Japan's purchases is one of 22 per cent and might be ominous, but her total imports of raw cotton in 1906 declined by some 28 per cent, that is to say, from 5,203,699 cwts to 3,749,778 cwts. The United Kingdom has increased her demand by 78,000 cwts, while Austria, Italy, and France have done so in less degree. Germany has taken 264,000 cwts more than in 1905-06, while Belgium, China, and Spain have taken somewhat less.

Hides and Skins—The exports of raw hides and skins represent 6·3 per cent of the entire exports of Indian produce. The strong demand for raw hides which was noticed in last year's review continued in 1906-07. A rough idea

of its further effect may be obtained from the fact that in 1906 the imports of hides into the United Kingdom increased by 18·3 per cent in quantity and nearly 29 per cent in value, the rise in specific value being 9 per cent. The value of the imports into America in 1906 is estimated at 17 millions sterling. Between these rates of advance and the developments in the Indian trade there is a long lag; but the average declared export value of hides rose by a further 6 per cent to R58-11-9 per cwt, while skins this year also rose by 7 per cent to R96-9-9 per cwt. These enhancements of specific value resulted in a discrepancy between the rates of progress shown by the weight and the value of the exports exhibited in the statement below. The exports of **raw hides** rose by 15·6 per cent in quantity and by 22·46 per cent in value. The exports of **raw skins** decreased by 13·78 per cent in quantity and by 7·74 per cent in value, but these facts should be read in conjunction with the notes about tanned hides and skins (page 59). An increase of 1·08 per cent in the average weight is marked by the fact that the total weight declined by 13·78 per cent as compared with the numerical decline of 14·7 per cent. The number of **raw hides and skins together** amounted to 39·8 millions, with a value of R1,089·75 lakhs, as compared with 43 millions in 1905-06 with a value of R1,009·9 lakhs. Of the total weight 75·55 per cent were shipped from Calcutta. The United States took 36 per cent of the total or R390·23 lakhs (a decline), while Germany came second with R258·34 lakhs (an advance), and thereafter Italy with R102·34 lakhs, Austria-Hungary with R98·66 lakhs, the United Kingdom with R97·59 lakhs (an increase of nearly 25 per cent), Spain with R46·93 lakhs, and France with R44·3 lakhs. Germany buys the largest quantity of hides, but in skins the United States continue to take three-fourths of the exports, while the United Kingdom now takes about 13 per cent.

The following statement of the exports for the last six years enables the reader to gauge the growth of the trade:

	Hides		Skins	
	No.	R	No.	R
1901-02	7,972,097	2,87,99,134	20,810,676	2,69,67,253
1902-03	8,210,524	3,01,76,046	18,820,523	2,51,93,622
1903-04	8,261,198	3,16,75 395	19,634,429	2,66,86,740
1904-05	8,722,520	3,70,87,322	22,889,526	3,34,54,063
1905-06	11,531,809	5,23,37,942	31,520,699	4,86,48,878
1906-07	12,917,227	6,40,90,472	26,889,054	4,48,84,685

There has been a fairly consistent advance in prices throughout the year except for the usual weakness in the monsoon when hides hold a relatively large proportion of moisture. In buffalo hides the rise has been specially marked, a contributory cause being the great activity in the textile industry and the strong demand for this description of hide for refitting the "picker" which throws the shuttle in the power loom.

The generally high level of prices has given rise to a movement in America for a reduction of the import duties. In this connection, however, reference should be made to the statistics regarding exports of tanned hides (page 59).

Jute—The exports of raw jute now represent 32·92 per cent of the total value of Indian raw produce exported, but the increase of percentage is due in part to a decline in the exports of certain other classes.

The year under review has been one of extraordinary activity and unprecedented profits. It is computed that the cultivators have received some R40

crores (£26·6 millions) in payment for jute and that of this sum about R15½ crores (£10 millions) was profit. The world's consumption of raw jute is believed to be about 8,200,000 bales (29·3 million cwts), and since India retains a virtual monopoly of the article, it is well to show the estimates of area, outturn, consumption, and surplus in the last five years, **the unit being 1,000.**

	Area	Outturn	Estimated Indian consumption	Estimated exportable surplus
	acres	cwts	cwts	cwts
1902-03	2,108	23,346	11,116	12,230
1903-04	2,214	25,861	11,726	14,135
1904-05	2,850	26,429	12,405	14,024
1905-06	3,128	29,421	14,427	14,994
1906-07	3,337	31,733	15,000	16,733

The exportable surplus depends on the crop and on the internal consumption ; and in this connection reference should be made to the industrial statistics shown in the chapter on exports of jute manufactures (pages 56 to 58).

Jute differs from certain other Indian crops in that the mass of the produce is moved in the statistical year in which it is grown. The shipments of 1906-07 therefore include the major part of the exportable surplus of 1906. The growth of the export trade is shown by the following statement, **the unit being 1,000** :—

	Quantity	Centesimal variations	Value	Average value
	cwts		R	R
1902-03	13,036	— 11·7	11,12,65	8·53
1903-04	13,721	+ 5·3	11,71,81	8·54
1904-05	12,875	— 6·2	11,96,56	9·29
1905-06	14,480	+ 12·5	17,12,57	11·83
1906-07	15,970	+ 10·3	26,83,87	16·81

During the year 1906-07 the prices (per bale of 400 lb) in the 1st week of each month were as follows :—

1906	April	R48-3	1906	October	R60-0
„	May	R56-0	„	November	R60-0
„	June	R64-0	„	December	R60-8
„	July	no quotation	1907	January	R62-8
„	August	R72-0	„	February	R54-0
„	September	R65-0	„	March	R60-8

It is understood that since March R64 per bale has been paid again. The average of the year is R60-4-4, which is greater by 73·7 per cent than the average of the previous five years.

During the year under review the United Kingdom took 6,860,246 cwts or 42·96 per cent of the total exports of jute as against 6,298,246 cwts in the previous year. Germany increased her demand from 2,624,950 cwts to 3,459,790 cwts or 21·66 per cent of the total as compared with 18·1 per cent in 1905-06. The United States took 2,058,570 cwts or 12·89 per cent, France 1,630,547 cwts or 10·2 per cent, Austria 4·8 per cent, Italy 3·84 per cent, and Spain 2·14 per cent. Calcutta shipped 88·1 per cent of the total, Chittagong 9·9 per cent, and Madras 2 per cent.

Allegations of the watering and adulteration of jute continue to be made though less loudly than a year ago. The proposals to legislate were vetoed by the Local Governments concerned, on the grounds that the evil was mainly due to a discrepancy, presumably temporary, between supply and demand, that the measures proposed presented grave administrative difficulties, that an enactment might embarrass trade by driving all damaged jute from the market, and that

they would in any case involve fixing in respect of moisture or sand a maximum percentage to which all sellers would thereafter work.

The exports of **seeds** represent 15·97 per cent of the entire exports of Indian raw produce. They amounted to 19,731,000 cwt in 1906-07 with a value of R1,301·95 lakhs which marks an increase of 2,155,000 cwts or 12·26 per cent while the increase in total value, resulting from an enhancement of 9·3 per cent, in specific value, is one of 22·72 per cent. The figures for the last five years have been as follows, the **unit being 1,000:—**

	Cwt	R
1902-03	22,194	14,88,26
1903-04	24,681	14,51,58
1904-05 . . .	26,874	14,41,08
1905-06 . . .	17,576	10,60,92
1906-07	19,731	13,01,95

It will be noted that while the quantity falls short of the record figures of 1904-05 by 26·58 per cent, the difference in total value is only about 9·6 per cent. As compared with 1905-06, the increase is one of 12·26 per cent in quantity, 22·72 per cent in total value, and about 9·3 per cent in specific value. The quantities of the principal descriptions of seeds exported are shown below, the values in 1906-07 being:—linseed R325·99 lakhs, sesamum R253·82 lakhs, rapeseed R246·46 lakhs, cotton seed R130·30 lakhs, groundnuts R125·55 lakhs, castor seed R113·77 lakhs, and poppy seed R65·77 lakhs.

Quantity of each seed exported in the last five years (*Unit 1,000 cwts*):

	1902-03	1903-04	1904-05	1905-06	1906-07
Linseed . . .	6,328	8,616	11,182	5,789	4,379
Rape . . .	3,927	4,343	5,155	1,994	3,725
Cotton . . .	3,974	2,677	2,529	3,891	4,391
Sesamum . . .	3,733	3,513	2,517	1,685	2,741
Groundnuts . .	1,036	1,922	1,674	1,374	1,725
Castor . . .	1,752	1,567	1,461	1,299	1,501
Poppy . . .	966	1,315	1,363	797	803

Of the total, Bombay shipped R714·95 lakhs or 54·91 per cent, Bengal R224·42 lakhs or 17·24 per cent, and Sind R204·96 lakhs or 15·74 per cent. Linseed goes chiefly to the United Kingdom (R116·2 lakhs), France (R83·55 lakhs), and Germany (R43·78 lakhs). The largest buyers of the rapeseed are Germany (R47·24 lakhs), France (R63·86 lakhs), and Belgium (R81·76 lakhs). Sesamum and poppyseed are shipped mainly to France and Belgium, cotton-seed to the United Kingdom, castor seed to the United Kingdom, and groundnuts to France.

Of the **Linseed** grown, it is commonly supposed that on an average about 94 per cent is exported, but in 1906-07 only about 79 per cent of the estimated production was shipped. The market was not as strong as that for certain other products; for while Argentina fell short of the expectation, the United States came out with altogether unprecedented shipments and Eastern Europe increased her contribution by about 10 per cent. The effect of this in the presence of a crop curtailed by rather severe misfortunes in some quarters, was to reduce India's exports by a further 24·36 per cent in quantity and 20·79 per cent in value.

Rape seed was more happily circumstanced; for the Danubian crop which had swamped the market in 1905-06 was a failure, and prices for Indian rape-seed hardened although complaints were made about the quality of certain descriptions. The total estimated outturn in India was 570,700 tons, and the

exports, which showed a fall of 61 per cent in the previous year, rebounded—as may be seen in the statement—by 86·81 per cent of the reduced total, without, however, recovering the ground lost. The gain in total value was one of 102·37 per cent and the rise in specific value amounted to 8·31 per cent.

The internal demand for **Sesamum** is largely influenced by the supply of rapeseed; and the easier conditions in respect of the latter during 1906-07 set free a fair quantity of sesamum for export. The quantity shipped, which had declined continuously since 1902-03, will be seen to have risen by 62·64 per cent of the figures for 1905-06, while the increase in total value was one of 72·75 per cent marking a rise of 6·03 per cent in specific value. While the total quantity falls short of the shipments in 1903-04 by 21·98 per cent, it is greater in value by 4·5 per cent.

Cotton seed represents 10 per cent of the exports of seeds and about 1·6 per cent of the total exports of raw Indian produce. It further improved its position in the Western markets, and the exports attained the record figure of 219,537 tons with a value of R130·3 lakhs. The increase in quantity was thus one of 12·83 per cent and in value 27·53 per cent which marks a further rise of 12·03 per cent in specific value. This result was due partly to the establishment of the virtues of the Indian seed as a cattle feed, the growing familiarity of crushers with its peculiarities, the dearness of linseed, and more lately to the large retention of American seed for re-sowing. The shipments to the United Kingdom were stimulated by the absorption of the Egyptian supplies by the continent of Europe and rose from 173,842 tons to 197,799 tons which is equal to 90 per cent of the whole exports of cotton-seed, while 8,257 tons went to Egypt. From cotton-seed is made not only cake for which an agricultural demand is clearly setting in, but an excellent edible oil and wholesome substitutes for the now costly *ghi* so widely used in India. There is no apparent reason why the crushing and further processes should not be carried out with the power that works the gins during the cotton season; and it is surprising to find the exportation of the raw material continue on such a scale.

In last year's Review it was foreshadowed that **Poppy seed** might suffer from the growing popularity of cotton seed, and this is reported to have been felt in the Western markets. But while the exports fell short of those in 1904-05 by 41 per cent in quantity and 16 per cent in value, they showed a minute increase of quantity as compared with those for 1905-06 and an advance of 9 per cent in total value due to a rise of 8 per cent in specific value, the actual figures being 802,600 cwts and R65·77 lakhs.

The average declared value of **Castor seed** on the other hand rose by 26 per cent in addition to the advance of 27 per cent in 1905-06; and the exports increased by 15·6 per cent in quantity and by 44·63 per cent in value.

The exportation of **Groundnuts** has increased by 25·54 per cent in quantity and 44·54 per cent in value. The crop from foreign seed imported experimentally compared well with the yield from the native seed which had in recent years indicated degeneracy and susceptibility to disease. This as well as the rise in price has induced a considerable extension of area under the crop and a further importation by Government of seed from America, Japan, and Pondicherry. A considerable proportion of the exports of groundnuts from India is shipped from the French port of Pondicherry and so escapes registration in the trade of India. In 1905-06 the exports from Pondicherry amounted to 33,623 tons with a value of R43·64 lakhs as against 64,233 tons in 1904-05 with a value of R85·9 lakhs.

Silk—Among the many articles that have recorded a rise of price in 1906-07 there are few in which the enhancement has been more marked than in silk. A leading firm estimate the rise in the calendar year 1906 as 35 to 38 per cent for Canton silk, 20 to 30 per cent for Europe Levant and Japan silks, and 10 to 20 per cent for Shanghai silks ; and they ascribe it to the coincidence of improved consumption with a shortage of two million kilos. in the 1905 crop. The **exports** of raw silk from India in 1906-07 increased from 1,779,316 lbs with a value of ₹56·4 lakhs in 1905-06 to 1,943,438 lbs with a value of ₹68·65 lakhs. The increase here is 9·2 per cent in quantity and 21·7 per cent in value, the difference resulting from a rise of 11·3 per cent in the specific value. In **reeled mulberry Silk,** however, there was a loss of 10·5 per cent in the average value; and the exports, while they increased by 42·46 per cent in quantity, advanced in total value by only 27·4 per cent—from 551,546 lbs and ₹46·28 lakhs to 785,764 lbs and ₹58·96 lakhs. In this section (reeled silk) therefore there was an all-round drop of 10 per cent in specific value and it will be seen that this arose most largely from the inferiority of Bombay's shipments. Bengal increased her consignments from 459,160 lbs and ₹36·26 lakhs to 649,842 lbs and ₹49·74 lakhs, and Bombay after successive recessions in recent years improved her contribution from 92,386 lbs to 135,922 lbs, but did so only at a very heavy loss in average value. Bengal's increase was 41·6 per cent in quantity and 37·2 per cent in value, while Bombay's increase of 47·1 per cent in quantity was accompanied by a fall of 8 per cent in the total value.

The distribution of the exports of reeled silk (mulberry and wild) was as follows :—

	1906-07	
	lbs	₹
To the United Kingdom . . .	210,823	17,98,072
„ France	519,173	35,05,977
„ the United States	47,610	4,24,877
„ Other countries	32,148	2,35,480

The exports of **Waste Silk** (*chasam*)—43 per cent of which was wild silk—declined from 1,131,960 lbs and ₹8·43 lakhs in 1905-06 to 1,063,093 lbs and ₹8·32 lakhs in 1906-07. The average declared value per lb therefore rose from 11·9 annas to 12·6 annas. The exportation of **Cocoons** (of which more than half were wild) improved from 68,906 lbs and ₹63,788 to 70,591 lbs and ₹68,592. The average value would then appear to have advanced from 14·8 annas to 15·5 annas.

Teak Timber—The unprecedented activity of ship-building in 1906-07 and the dearness of possible substitutes caused a further rise in the values of teak. The average price in Calcutta was ₹111 to ₹116 per ton of 50 cub. feet in 1904-05 ; ₹120 to ₹125 in 1905-06 ; and ₹122 to ₹127 in 1906-07. Exports of teak decreased by 16·23 per cent in quantity to 44,200 cub. tons and in value by 12·69 per cent to ₹61·48 lakhs. This is in part explained by the intensified internal demand which is shown by the increase of 13·11 per cent in the shipments from Burma to India proper, bringing the total value to ₹80·66 lakhs.

Wool—The world's markets have been strong throughout the year and there has been a gradual and unwavering increase in price on such a scale that the average value per bale imported into Europe and America in 1906 stood at £17. This was exceeded only in 1882 when the price was £17-10-0 ; but in that year the total imports amounted to only 57·5 per cent of the quantity

taken by the two Continents in 1906. And yet there is good ground for doubt as to whether the increased supply is now adequate to the machinery and the demand; and it is contended that from various causes a gradual and marked diminution is taking place in the number of sheep in the world. This diminution seems to be very marked in Argentina where land is being largely turned over from grazing to agriculture with a restrictive effect on her wool exports. In India also the demand has been strong but the **price** of Kandahar wool at Karachi in 1906-07 has on the whole been lower than in 1905-06 with a downward tendency till February. The **exports** during the year rose from 42·5 millions of lbs and R211·47 lakhs to 45·9 million lbs and R242·65 lakhs, which establishes a progressive record for the fourth year in succession. The increase was one of 8 per cent in quantity, 14·73 per cent in total value, and 6·24 per cent in specific value. The United Kingdom took wool to the value of R232·1 lakhs as against R200·57 lakhs in 1905-06. The exports to the United States improved from R4·5 lakhs to R5·58 lakhs, while those to Japan fell away from R4·6 lakhs to R2·45 lakhs. Re-exports of foreign wool showed a substantial advance at R29·59 lakhs as against R25·81 lakhs in the previous year.

The **other principal raw materials** exported have, in the last three years, been as follows:—

	1904-05	1905-06	1906-07
	R	R	R
Animal bones	37,51,480	49,78,778	55,20,241
Bristles and Fibre	18,39,854	21,51,028	17,68,930
Caoutchouc	9,11,760	12,82,129	11,18,487
Hemp	44,81,304	54,19,756	68,73,395
Horns	13,72,375	17,49,944	16,91,532
Lac (stick and seed)	9,41,104	7,79,613	12,86,242
Mica	14,68,986	23,94,413	38,24,988
Oil-cake, fodder, and manure	43,08,621	68,98,380	75,99,121
Rice-bran	44,00,086	55,41,825	49,35,551

Of these, **Oilcakes** form the most important item; and the increase of R7 lakhs in the value of the exports should be noted in conjunction with the statistics given about oilseeds (pages 50 and 51). **Hemp** is now second in importance; and the advance of R14·54 lakhs in its value is the largest single advance in this category of articles. The trade in **Bones** has expanded by R5·41 lakhs or 10·88 per cent and now exceeds the record of 1902-03; but that in **Horns** has declined by R58,000 or 3·34 per cent. It might have been expected that the exports of horns would keep pace with those of hides and bones and a reference to the quantities shows that in weight there was an increase of 7·14 per cent. A decline of R3·8 lakhs occurred in **Bristles and Fibre** and one of R6·06 lakhs in **Rice-bran.** The other form a group of articles in which modern industries are much interested. Electrical developments have led to an intensified demand for Indian **Mica,** the exports of which rose in 1906-07 by R14·3 lakhs or 59·75 per cent. The continuous advance in the total value of **Stick lac** exported is striking. It has amounted to 188 per cent in 1904-05, 52·8 per cent in 1905-06, and 126 per cent in 1906-07; the specific value having risen in these several years by 5·77 per cent, by 9·45 per cent, and by 36·7 per cent. The chapter upon Lac (manufactured) may be referred to (pages 59 and 60). **Caoutchouc,** which advanced in total value by 163 per cent in 1904-05 and by 40·6 per cent in 1905-06, fell back in the year under review by 12·76 per cent.

ARTICLES MANUFACTURED AND PARTLY MANUFACTURED

The statement below shows the comparative value for the past five years of each principal class of manufactures, **the unit being R1,000 :—**

	1902-03	1903-04	1904-05	1905-06	1906-07	Ratio of 1906-07 per cent
Cotton Yarn and Goods .	10,00,77	10,47,23	11,64,32	14,42,55	12,16,88	84·36
Jute goods . . .	9,01,99	9,46,92	9,93,88	12,44,80	15,71,62	126·25
Tanned Hides and Skins .	2,89,81	3,09,88	2,85,17	3,65,84	4,45,12	121·67
Lac	1,80,75	2,67,99	2,98,23	3,10,21	3,37,11	108·67
Coir	45,76	47,90	51,65	54,16	56,00	103·4
Woollens . . .	25,15	27,42	22,67	20,75	22,93	110·51
Apparel	26,45	21,99	18,78	19,42	19,57	100·8
Silks	9,49	8,32	7,30	7,15	6,86	95·77
Candles	4,42	9,05	9,48	16,53	14,21	85·93

The most noticeable feature in this table is perhaps the decline of R225·67 lakhs (£1½ millions) or 15·64 per cent in **Cotton Yarns and Goods.** This was due in part to the strong internal demand for Indian goods and should be compared with the figures relating to the imports of cotton goods. The disorganisation of the trade with the Further East also contributed to the fall, more particularly in recent months. The increase of nearly R326·82 lakhs in **Jute goods** is of course large; and since it represents an expansion of 26·25 per cent in one year, it is sufficiently striking. At the same time, it indicates the operation of no new forces but merely the intensification of a defined demand. As regards both that class and **Tanned Hides and Skins,** a great part of the increase is due to a rise in specific value. In the latter the increase of total value was one of R79·28 lakhs, while **Lac** increased by R26·9 lakhs. The contraction of R2·32 lakhs in the exports of **Candles** approximately balances one of R1·35 lakhs found in the imports of candles; so the decline is due to the creation of a sounder economic position. There has been a satisfactory increase of R2·2 lakhs in the exports of **Woollens,** but **Silks** continue to decline as they have done continuously for the last five years. It should be remembered, in drawing any conclusions from the figures, that there are in the accounts many manufactured and partly manufactured articles which are not included in this group. They are, from their nature, more properly included in the other groups of articles. For instance, milled-rice, wheat-flour, coffee, and tea are included in the group, "Articles of Food and Drink"; machinery is included in the group, "Metals", saltpetre in "Chemicals", opium and tobacco in "Narcotics", indigo in "Dyes", and vegetable and mineral oils under the group, "Oils". The group, "Articles manufactured and partly manufactured", contains such manufactured and partly manufactured articles as cannot be included under one or the other main groups of articles.

Exports of **Cotton Manufactures** in 1906-07 did not maintain the high level of 1905-06. In cloth, a decline was to be expected as a consequence of the movement for preference of indigenous manufactures and a certain contraction in the exportable surplus of yarn might have attended the intensified activity of the looms. But the contraction actually recorded greatly exceeds anything that was looked for a year ago. Soon after the opening of the year under review, it became known that there were heavy accumulations of yarn stocks in China; and the China merchants declined to make further sales to dealers until the latter took delivery of the goods. But the distributing trade was paralysed by the famine in Southern China and by variations in exchange, and it could not comply with the demand. So while shipments of yarn to China were fairly well maintained during the first months of the year, they showed, from August onwards, a very

marked decline. After the close of the financial year, an effort was made by the Bombay Millowners to organise a short-time movement; but it failed, and the figures given below will show that the production of yarn in spite of a decline of prices has continued unabated.

The following statement shows the quantities and values of yarns and piecegoods exported in the last five years, the **unit in all cases being 1,000 :—**

	Yarn		Piece goods	
	lbs	₹	Yards	₹
1902-03 .	248,539	8,54,00	69,535	1,32,75
1903-04 .	252,474	8,84,15	75,815	1,48,30
1904-05 .	247,855	9,81,57	87,456	1,65,14
1905-06 .	297,634	12,38,77	91,975	1,86,59
1906-07 .	243,517	10,39,65	76,699	1,65,42

Yarn represents 85·44 per cent of the total value and has shown a net decrease of ₹199·12 lakhs or 16·07 per cent on the figures for the previous year. It may be noted that the exports of yarn from the United Kingdom to China in 1906 were less by 2,890,300 lbs and £63,181 than in 1905. The quantitative decrease in the exports of **Yarn** from India was 18·18 per cent, so that there was a rise of 2·64 per cent in specific value. The exports to **China** represented 91·36 per cent of total value, as against 94·3 per cent in 1905-06 and shewed a decline of 18·66 per cent on the figures for the previous year. The actual sum represented was ₹9,49,84,748 which marks a decline of ₹217·89 lakhs; so in trade with countries other than China, there was an increase of some ₹19 lakhs. The figures relating to the Straits Settlements reflected the general conditions in the Further East with ₹27,57,629 as compared with ₹30,66,507 in 1905-06.

The trade with the **Levant** has responded in an encouraging way to certain renewed efforts made in that direction in recent months. The trade with Turkey in Europe rose from 63,080 lbs to 342,830 lbs and that with Turkey in Asia from 3,204,200 lbs to 5,316,620 lbs, making a total of 5,659,450 lbs for the Ottoman Empire, while the Egyptian demand grew from 836,800 lbs to 1,564,710 lbs.

The exports of **Piece goods** decreased by ₹21·17 lakhs or 11·84 per cent which was due to a strong internal demand. The quantitative decrease was one of 16·61 per cent, so there was a rise of 6·4 per cent in specific value.

The exports of **Grey goods** amounted to 42,218,822 yards with a value of ₹61·33 lakhs, as against 55,822,652 yards and ₹78·9 lakhs in 1905-06. This represents 37·08 per cent of the total value of piecegoods and marks a decrease of 24·37 per cent in quantity and 22·24 per cent in total value with a rise of 3 per cent in specific value. The shipments of grey goods to China fell from 12,824,000 yards and ₹18·87 lakhs to 995,866 yards and ₹1·34 lakhs, the decline being 92 per cent in quantity and 93 per cent in value. But the principal foreign markets for Indian cloth are in East Africa, Aden, Ceylon, and the Straits.

Coloured goods again decreased in value by 3·8 per cent to ₹102·64 lakhs and by 4·27 per cent in quantity to 34,231,000 yards.

Dyed and printed cloths go mainly from Madras and Bombay to the Straits, Aden, Ceylon, and the Philippines, and the shipments in 1906-07 from the two ports named, had a value of ₹73·98 lakhs and ₹27·27 lakhs respectively.

It is notable, however, that the shipments of cotton piecegoods by sea from Bombay Presidency to other provinces contracted by some 8·64 million yards or 5 per cent in quantity and by ₹2·84 lakhs or 1·14 per cent in value.

Particulars about cotton crop conditions and prices of the raw material will be found in the chapter about exports of raw cotton (pages 46 and 47).

The number of cotton mills at work in British India on 31st March 1907 was 210 of which 172 were joint stock concerns with a capital of £723,274 and 12·8 crores or £9,258,142 in all. There were registered during the twelve months 10 new textile concerns with a nominal capital of R95·15 lakhs, and new capital to the extent of £80,782 and R43,69,462 or £372,079 in all was raised by existing companies. There were at that date 5,544,624 spindles and 59,467 looms in position. The additions to plant in 1906-07 amounted to 250,790 spindles and 7,186 looms. Of the spindles 3,931,871 were in Bombay, 441,469 in Bengal, and 293,452 in Madras. Of the looms 47,015 were in Bombay, 568 in Bengal, and 1,748 in Madras.

The following statement shows for each of the last five years the spinning and weaving plant in position, the production of yarn and of cloth, and the average monthly production per spindle and per loom :—

	Spindles	Yarn production	Average monthly yarn per spindle	Looms	Cloth production	Average monthly cloth per loom
	No	lb	lb	No	lb	lb
1902-03	5,164,360	575,694,260	9·3	43,676	122,575,909	234
1903-04	5,167,608	578,759,075	9·3	45,281	138,044,172	254
1904-05	5,196,432	578,381,275	9·3	47,305	158,746,555	280
1905-06	5,293,834	680,918,581	10·7	52,281	163,880,194	261
1906-07	5,544,624	653,700,460	9·8	59,467	165,767,687	232

In the hope of tracing any influence exerted on output by the peculiar conditions of the past year as regards yarn on the one hand and cloth on the other, the production of each of these in each month of the year 1906-07 has been compared with the average monthly production of the record year 1905-06, and the variations are found to be as follows :—

	Yarn	Cloth
1906—April	98·94 per cent	91·54 per cent
May	103·92 „	96·07 „
June	100·3 „	109·87 „
July	98·08 „	92·87 „
August	102·1 „	105·61 „
September	91·8 „	113 „
October	98·57 „	113·13 „
November	92·81 „	109·72 „
December	95· „	106·05 „
1907—January	103·63 „	91·73 „
February	83·51 „	90·39 „
March	92·17 „	93·74 „

It is noticeable that while T-cloths rose in 1905-06 from As. 9-9·5 to As. 9·5 @10·5 per lb, it declined in 1906-07 from that level to As. 8·75 @9·25. Yarn likewise which in 1905-06 rose from As. $6\frac{1}{4}$-7 to As. $7\frac{1}{8}$ @$8\frac{3}{4}$, declined in the year under review to As. $6\frac{5}{16}$ @$7\frac{1}{2}$.

The Exports of **Jute Manufactures** in the three years ending 1905-06 represented 34·57 per cent of the total exports of Indian manufactured articles. In 1906-07 the percentage rose to 41·53 per cent as a consequence of contraction in certain other exports of the class (notably cotton goods) and a notable expansion in the jute goods.

The continuous rise in the price of the raw material, as shown in the article relating to it (pages 48 and 49), and the backwardness displayed by the prices of textiles, made the year an anxious one for the mills. The restriction in the exports of wheat which embarrassed the industry in 1905-06 was much more marked in the year under review; and there was a diminished movement in other articles

of export for which bags are required. Nevertheless the installation of spinning machinery continues as will be seen from the appended statement of spindles and looms in position in each of the last six years :—

	Spindles		Looms	
	Number	Percentage increase	Number	Percentage increase
1901-02 . .	331,382	4·42	16,119	5·08
1902-03 . .	352,214	6·28	17,189	6·64
1903-04 . .	376,718	6·96	18,400	7·04
1904-05 . .	409,170	8·61	19,991	8·65
1905-06 . .	453,168	10·75	21,986	9·98
1906-07 . .	491,496	8·46	24,088	9·56

In 1884 when the Indian Jute Mills Association was formed, the number of looms was 6,337. It is estimated that in the season 1906-07 it was about 24,088. But the high cost of the raw material has restricted the local consumption so that in the last year it has not kept pace with the increase in the number of spindles.

While the working was less profitable, the mills are believed to have used some 4 per cent more of the raw material than in the previous year.

The following statement shows for the last six years the value of the exports of various classes of goods, **the unit being 1,000** :—

		1901-02	1902-03	1903-04	1904-05	1905-06	1906-07
Bags	No.	230,127	225,196	206,208	201,436	233,326	257,683
	R	4,72,58	4,64,07	4,56,47	4,75,54	6,07,84	7,34,72
Cloth	yards	418,567	492,884	552,320	575,512	658,671	696,068
	R	3,89,40	4,31,47	4,84,53	5,11,61	6,30,50	8,25,87
Value of all sorts	R	8,71,14	9,01,99	9,46,92	9,93,89	12,44,80	15,71,62

The exports of **Bags** developed by 10·44 per cent in quantity and 20·87 per cent in value, the enhancement of specific value being 9·44 per cent. **Cloth** increased by 5·7 per cent in quantity and nearly 31 per cent in value, the rise in specific value being 23·93 per cent. Against these figures must be set the fact that the specific value of the raw material exported increased by 42·1 per cent. The largest buyer of Indian jute fabrics is the United States, which, because of her heavy import duty on made bags, takes her supplies mainly as cloth. In 1906-07, however, she took bags to the value of R48·27 lakhs as against R16·21 lakhs in 1905-06. The increase is not far off 200 per cent. The largest single buyer of bags is Australia which increased her demand by 11·8 per cent to R158·18 lakhs as against R141·5 lakhs in 1905-06. The growth of nearly 50 per cent in the exports to the United Kingdom, which reached R94·9 lakhs as against R63·16 lakhs in the previous year, is satisfactory, considering that she also largely augmented her demand for cloth. Chile, on the other hand, which in 1905·6 surpassed the United Kingdom with a total of R64·27 lakhs, has receded to R48·57 lakhs, which is about where she stood two years ago ; while Peru advanced from R7·15 lakhs to R12·38 lakhs. Egypt took R 49·39 lakhs which is little better than in 1905-06. China also remained much at her normal level with R49·27 lakhs ; and the West Indies, with R41·37 lakhs, maintained the increased demand which came into existence in the previous year. The Straits Settlements, which form an important distributing centre, continued to increase their purchases, and assumed the third place with a total of R66·87 lakhs in place of R52·45 lakhs. The shipments to Cochin-China rose from R16·07 lakhs to R19·24 lakhs, while

the direct consignments to Java and Siam contracted by about R4·4 lakhs. Cape Colony with R15·57 lakhs bettered her position by some R2·53 lakhs and Natal with R10·67 lakhs was only about R5,000 short of her previous year's figures. Germany in the past year took bags worth R14·29 lakhs instead of R8·79 lakhs in 1905-06. Turkey in Asia increased her purchases to R16·09 lakhs, while the shipments to Turkey in Europe grew to R9·07 lakhs, the total increase for Turkey being R5·47 lakhs.

The exports of **Cloth** increased from R630·5 lakhs to R825·87 lakhs. Of this the United States took 65·32 per cent with a value of R539·48 lakhs, as against R377·9 lakhs in 1905-06, which marks an advance of 42·75 per cent on the previous year. The shipments to the Argentine fell off from R145·13 lakhs to R128 lakhs, while Uruguay took R5 lakhs in place of R6·64 lakhs. The shipments to the United Kingdom, which are mainly for distribution, have risen markedly in recent years, the figures being R19·75 lakhs in 1904-05, R42·87 lakhs in 1905-06, and R81·43 lakhs in 1906-07. China took R25·19 lakhs instead of R24·32 lakhs, and Australia required R21·01 lakhs in place of R17 lakhs in the previous year.

The exports of **Silk Manufactures** continue to decline and their value now amounts to only R6·86 lakhs, which is 4·06 per cent less than in the previous year. The exports are chiefly tissues woven in Bengal from indigenous silks. Elsewhere the industry is conducted mainly for the Indian market; and the decline in exports does not necessarily indicate decay of the industry. The scattered and unorganised condition of the industry does, however, prevent its commanding attention commercially; and efforts are being made in some quarters to develop it on the lines of co-operation between the weavers.

Exports of **Woollen Manufactures** increased by 10·48 per cent in 1906-07, the total value being R22·93 lakhs against R20·75 lakhs. **Carpets and Rugs** still form by far the most important class and represent some 91·13 per cent of the total. At R20·89 lakhs they show a rise of about 9·23 per cent on the value of the previous year; and it is noticeable that this trade tends more to the United Kingdom (R15·66 lakhs), while the United States with only R 3·96 lakhs of Indian rugs is understood to be buying more largely in Levantine markets. **Piece goods** and other miscellaneous manufactures advanced by 25·26 per cent to a value of R 2·03 lakhs. The quantity, however, was considerably short of that exported in 1904-05, and this is due to a sustained internal demand. The imports of woollen yarns are interesting in this connection, and it may be noted that the production of the woollen mills in India amounted in 1906 to 2,827,290 lbs with a value of R34,81,808, thus marking a decrease of 31·5 per cent in quantity and 21·4 per cent in total value, and a rise of 14·8 per cent in specific value.

The exports of **Apparel** in 1906-07 at R19·58 lakhs showed a gain of some R16,000 on the figures for 1905-06. **Boots and Shoes,** which form the most important sub-head in this class, declined from R4·9 lakhs to R4·68 lakhs which is very slightly below the figure for 1904-05. The rise in the price of leather work must necessarily have impeded development of trade with primitive countries; and the trade with China, which in the previous year had shown signs of growth, fell back from R18,500 to R13,500. Re-exports of foreign boots and shoes amounted to R49,551 as against R56,336 in 1905-06.

Coir--The trade in coir-matting and other manufactures of coir is almost entirely in the hands of Madras, and the exports continue their steady growth. Their value amounted in 1906-07 to R56 lakhs, of which the United Kingdom

took ₹15·28, Germany ₹18·85, Belgium ₹4·65, France ₹4·95, Holland ₹5·26, and the United States ₹1·70 lakhs.

Hides and Skins, Tanned—The continued activity in the leather trade of the world has led to a further marked increase in the quantity of tanned hides and skins and to a further considerable rise in the average values. As in the case of raw hides, a rough idea of the increase of the world's demand may be gathered from the fact that the United Kingdom in 1906 imported leather in quantity greater by 13·5 per cent than in 1905, while in consequence of a rise of 5 per cent in the specific value of the article, the increase in the total value of the imports amounted to 19·3 per cent. And the Board of Trade returns show that in 1906 the United Kingdom received from India 354,877 cwts of leather against 297,566 cwts in 1905. The exports of **Tanned Hides** from India in the statistical year 1906-07 increased from 201,982 cwts with a value of ₹154·8 lakhs to 219,855 cwts with a value of ₹172·96 lakhs. The advance is thus one of 8·85 per cent in quantity and 11·73 per cent in value with an enhancement of the specific value by 2·65 per cent in addition to 14·6 per cent in the previous year and 14 per cent in 1904-05. The total quantity has not yet attained the figure recorded in 1900-01 when drought occasioned great mortality among the cattle; but the total value is 117·8 per cent of the value then shown, and the average value per cwt is now ₹78-10-9 as compared with ₹57-10-0 in 1900-01. The increase in the exports of **Tanned Skins** as shown below was one of 8·33 per cent in quantity and of 28·96 per cent in value, the specific value per cwt of skins having risen by 19 per cent. The average value per cwt was ₹180-14-1 as compared with ₹140-10-6 in 1900-01. It is necessary, however, to remind readers that these two classes of hides and skins comprise many diverse descriptions and qualities, and that these vary in relative quantity from year to year; so that it is not permissible to regard the fluctuations in average value with such reliance as is warranted in the case of a single article or a homogeneous and constant group of articles.

The exports during the past six years have been:

	Tanned Hides		Tanned Skins	
	cwts	₹	cwts	₹
1901-02	134,249	76,70,877	132,193	1,88,69,584
1902-03	107,879	62,84,922	149,299	2,26,96,944
1903-04	102,625	61,45,989	161,869	2,48,42,770
1904-05	123,390	82,52,052	139,214	2,02,65,121
1905-06	201,982	1,54,80,070	138,898	2,11,04,250
1906-07	219,855	1,72,96,337	150,465	2,72,16,204

In tanned hides Madras exported 89·83 per cent of the total and Bombay 9·41 per cent; while the shares of these two provinces in the skin shipments were respectively 72·7 per cent and 21·55 per cent.

In the absence of a protective tariff, the United Kingdom continues to take the greater part of the tanned hides and skins, though it is known that there is a movement in America for repeal or reduction of the import duties. In hides Britain's share has declined from 93·6 per cent of the total to nearly 92 per cent, while in skins she has taken only 77·5 per cent as against 77·7 per cent in 1905-06, her absolute total showing, however, an increase of 21,533 cwts or 7·2 per cent. The United States have taken fewer hides but have raised their demand for skins to 18·1 per cent of the total in this class.

The price of **Lac** has risen continuously in recent years as a consequence of activity in the electrical industry and increased demand for high-class varnishes

India is the main source of supply and there appears to be some reason to believe that the high level of prices has induced reckless gathering prejudicial to succeeding crops. Strictly only the manufactured article lac should be here discussed; but since it is really a raw material, it is interesting to collate the figures relating to the two branches of the trade—

	1904-05		1905-06		1906-07	
	cwts	₹	cwts	₹	cwts	₹
Shellac . . .	193,305	2,58,93,713	217,593	2,64,53,774	205,461	2,89,74,351
Button-lac . .	34,276	38,70,479	41,851	44,41,287	37,117	44,45,914
Total . . .	227,581	2,97,64,192	259,444	3,08,95,061	242,578	3,34,20,265
Stick and seed-lac .	11,152	9,41,104	11,004	7,79,613	15,188	12,86,242

A given quantity of stick and seed lac such as is exported may be taken as equivalent to half that quantity of shell or button-lac.

There has therefore been a quantitative decline of 5·57 per cent in shellac accompanied by an increase of 9·53 per cent in total value, while in button-lac there was a decrease of 11·31 per cent in quantity together with a minute increase in total value. Together the two decreased by 6·5 per cent in quantity, while the total value increased by 8·17 per cent, the difference marking a rise of 15·7 per cent in specific value. On the other hand, crude material stick-lac and seed-lac increased by 38 per cent in quantity and 65 per cent in total value, apparently with an enhancement of 19·5 per cent in specific value. It is necessary, however, to bear in mind that valuation of exports not subject to export duty is apt to be loose.

The highest price for shellac (T.N.) in the year under report was ₹155·3 per cwt in September 1906 and the lowest ₹126-9 in April 1906. These are to be compared with the highest and lowest in the previous year, which were ₹138-13 and ₹89·13 respectively.

The United States maintained and confirmed its leading position as a buyer of shellac and button-lac, and took lac to the value of ₹167·95 lakhs as compared with ₹149·52 lakhs in the previous year. The United Kingdom reduced her demand from ₹94·24 lakhs to ₹91·47 lakhs, while Germany took ₹58·66 lakhs in place of ₹44 lakhs in 1905-06.

In the course of the year considerable official interest has been taken in the problems of such cultivation and harvesting of lac as would secure the future of the crop. The results so far are encouraging, though it is impossible to say whether any definite measures are necessary.

General Distribution of the Export Trade—The value of the exports of Indian produce and manufactures in the last five years was distributed, in the ratios stated below, among the principal countries with which the trade is carried on :—

	1902-03 Per cent	1903-04 Per cent	1904-05 Per cent	1905-06 Per cent	1906-07 Per cent
United Kingdom . . .	25·2	37·1	27·5	25·3	26·9
China	12·6	11·9	12·6	13·5	10·9
Germany	8·0	9·9	9·2	8·9	11·0
United States . . .	6·7	6·0	6·3	8·2	9·0
Japan	4·6	5·6	6·3	6·3	4·1
France	7·2	6·6	6·2	5·9	6·4
Belgium	3·9	5·1	5·4	4·0	4·1
Straits Settlements . .	6·0	4·8	4·1	3·9	3·8
Ceylon	3·5	3·0	3·2	3·5	3·7
Italy	2·7	3·3	2·7	2·9	3·3
Austria-Hungary . . .	2·5	3·2	3·0	2·8	3·3
Egypt	6·1	0·9	0·8	2·2	2·4

The United Kingdom has slightly improved her position as compared with that held by her in 1905-06, but is still short of the percentage of two years ago. The feature of the table is the assumption by Germany of the second place in consummation of the advance shown in the earlier years. China drops into the third place through the shrinkage of the yarn trade and certain improvements of method in ascertaining the actual countries of destination, for both Singapore and Hongkong are transhipment ports for the Eastern trade. The drop in Egypt's figures in 1903-04 is accounted for by a similar change made in crediting to the countries of final destination instead of to Egypt, the large shipments of produce—principally rice and wheat—originally consigned to Port Said "for orders." As Germany now takes precedence of China, so France supersedes Japan. Otherwise the order remains unchanged.

CUSTOMS REVENUE

The Tariff Schedule was revised in December 1906 and the new schedule came into force on 1st January 1907.

The valuations of cotton fabrics for Tariff purposes and the list of cotton goods recognised as piece-goods were revised at the same time.

No important change in Customs procedure was made during the year; but the following modifications were effected:—

1. Exemption from import duty of certain printing and lithographic appliances.

2. Exemption of articles of British Indian production or manufacture imported by land.

3. Prohibition of importation of American or West Indian cotton seed, not fumigated.

4. Prohibition of importation of cocaine by post or by persons not specially authorised by a Local Government to import it.

5. Exemption from any duty exceeding 5 per cent, of such petroleum having its flashing point at or above 150° Fahrenheit as is intended for use in sanitation.

The **gross revenue** from imports rose from R5,00,89,706 to R5,08,47,714. Refunds and drawbacks amounted to R10,60,964 as against R7,45,569 in the previous year. The **net revenue** therefore increased from R4,93,44,137 to R4,97,86,750. The rates of increase were as follows:—1·5 per cent in gross revenue and ·9 per cent in net revenue. There was an increase of 42·3 per cent in the refunds and drawbacks. The revenue from salt is not included in the foregoing figures, for it is not credited as a Customs receipt. It amounted to R184 lakhs in 1906-07 as against R183 lakhs in the previous year. With effect from the 20th March 1907 the rate of duty was reduced from R1-8 to R1 per maund of 82⅔ lbs, say, from R2-0-8 per cwt to R1-5-9 per cwt.

The following statement shows the revenue derived in the last three years from the principal dutiable articles:—

	1904-05	1905-06	1906-07
Articles of food and drink—	R	R	R
Spirit	76,58,725	90,31,698	77,97,770
Sugar	32,70,731	39,92,987	43,82,637
Provisions	6,33,529	6,86,055	7,41,339
Spices	5,32,358	5,61,455	6,37,860

	1904-05 R	1905-06 R	1906-07 R
Chemicals, drugs, narcotics, and dyes—			
Drugs, medicines, narcotics	5,73,854	6,01,821	6,34,661
Chemicals	3,66,000	3,67,053	3,94,573
Dyes and tans	4,50,288	4,79,594	4,93,015
Metals and articles made of metals—			
Hardware and cutlery	12,20,000	12,49,752	15,42,210
Copper and brass	10,76,285	7,16,350	6,53,943
Iron and steel	7,06,357	7,27,195	8,14,554
Silver	41,11,977	29,33,850	40,79,319
Manufactures of cotton—			
Piece-goods: grey (unbleached)	56,46,824	64,92,338	64,10,439
„ white (bleached)	28,72,855	29,36,490	25,73,117
„ coloured	31,64,621	33,19,833	33,48,458
Oils—			
Petroleum	45,88,289	36,64,723	37,66,651

Of the other articles enumerated in the tariff schedule, the three mentioned below yield individually a gross revenue of some consequence:—

	R	R	R
Apparel	10,26,137	10,39,580	9,31,560
Silk and articles made of silk	14,38,006	13,14,752	11,92,983
Woollen goods	15,39,361	12,10,741	10,23,689

The gross revenue realised from the eighteen articles enumerated in these two statements aggregates R414·19 lakhs or 81·45 per cent of the total gross revenue. If there be added the revenue from eight other articles, namely, arms and ammunition, carriages (including motor cars and cycles), cotton manufactures other than piece-goods, fruits and vegetables, instruments, paper and pasteboard, wines, and wood and timber, which yield individually between R3·8 and R6·1 lakhs, and jointly R37·52 lakhs, it is found that 88·8 per cent of the total revenue is accounted for by the twenty-six articles specified. These figures show, that although the Indian tariff comprises many dutiable articles, there are comparatively few on which a considerable revenue is levied. Spirituous liquor, petroleum, sugar, metals (including silver), and cotton piece-goods by themselves constitute 70 per cent of the total.

The import duty on **Cotton fabrics** is $3\frac{1}{2}$ per cent *ad valorem* and the total revenue realised on this one item was R129·14 lakhs as against R132·89 lakhs in the previous year. This is equal to 25·4 per cent of the whole Customs revenue. The receipts on account of Excise duty on cotton fabrics of Indian manufacture amounted to R29·46 lakhs as against R27·54 lakhs in 1905-06. This, however, falls outside of Customs revenue proper.

On most classes of iron and steel, the duty is only 1 per cent. On such other articles as are dutiable at a general *ad valorem* rate, that rate is, with two exceptions, 5 per cent. The exceptions are vinegar in casks and green copperas, on each of which the duty is $2\frac{1}{2}$ per cent.

The export tariff schedule is limited to rice and rice-flour, the duty on which is levied at the rate of three annas per maund of $82\frac{2}{7}$ lbs. The net duty realised from this source in 1906-07 was R102·2 lakhs against R112·6 lakhs in the previous year and marks a fall of R 10·4 lakhs or 9·2 per cent.

A Customs duty, known as the Tea Cess, at the rate of a quarter of a pie per pound, has been levied since the 1st April 1903 on all Indian tea exported. The collections realised are paid to a committee constituted to receive and expend the proceeds of this Cess on measures for promoting the sale and

consumption of Indian tea. The collections since the institution of the Cess have been as follows:—

	₹
1903-04 . . .	2,80,843
1904-05 . . .	3,04,434
1905-06 . . .	3,11,613
1906-07 . . .	3,17,454

BALANCE OF TRADE

The following statement shows in *thousands of rupees* the excess of exports over imports, including treasure as well as merchandise, in each of the last six years:

	Including Government transactions	Excluding Government transactions
1901-02	26,98,43	31,76,01
1902-03	27,85,62	33,58,17
1903-04	37,34,04	44,24,02
1904-05	30,34,19	35,89,71
1905-06	33,54,91	44,17,07
1906-07	20,56,63	46,76,66

It has hitherto been the practice to give here the total amount of Council Bills including the drawings on account of the Gold Standard Reserve fund. But that fund represents profit on coinage of silver; and drawings on its account are made not in settlement of any balance of trade, but in provision against a future contingency. The accident of its being held in England instead of India does not make it a factor in the balance of trade. Moreover, in a year when Indian produce was heavy and when exports and drawings on account of them would be large, coinage and the total profit thereon would probably also be heavy. Every increment in the excess of exports would therefore induce a proportionate and adventitious distension of the total. For these reasons, the following statement shows, in sterling and in thousands of rupees, the amount of the drawings by the Secretary of State by Council Bills, excluding those on account of the Gold Standard Reserve:

	£	Exchange d.	₹
1901-02	16,599,978	15·987	24,92,02
1902-03	18,236,947	16·002	27,35,20
1903-04	21,659,303	16·049	32,38,98
1904-05	23,725,162	16·045	35,48,79
1905-06	26,690,640	16·042	39,93,11
1906-07	33,432,196	16·087	49,87,71

In the five years ending 1905-06 the average excess of exports over imports *including Government transactions* was ₹3,121·44 lakhs; and this sum represented 17·1 per cent of the total value of exports. In the same five years the average amount of the drawings of the Secretary of State was ₹3,201·62 lakhs. This is equal to 20·1 per cent of the average value of exports and exceeds the average excess of exports over imports by ₹80·18 lakhs which is equal to 2·57 per cent of that average excess and ·5 per cent of the average value of exports *including Government transactions*.

Excluding Government transactions, the average excess of exports over imports was ₹3,793 lakhs, equal to 24·4 per cent of the total value of exports with Government transactions excluded. The excess, with Government transactions excluded, is greater by ₹671·56 lakhs than the excess found when such transactions are included. It also exceeds the average amount of drawings

by R591·38 lakhs, which is equal to 15·6 per cent of the average excess and 3·86 per cent of average exports, while the said drawings were equal to 20·9 per cent of the exports.

In the year under review the excess of exports over imports *including Government transactions* receded from R3,354·91 lakhs to R2,056·63 lakhs which represents 11·3 per cent of the total value of exports with Government transactions included. The difference is one of R1,298·28 lakhs. On the other hand, the drawings of the Secretary of State increased by R994·6 lakhs, namely, from R3,993·11 lakhs to R4,987·71 lakhs. This last sum is equal to 27·34 per cent of the total value of exports, and it is greater than the excess of exports over imports by R2,931·08 lakhs which again is equal to 16·07 per cent of the total value of exports.

Excluding Government transactions, the excess of exports over imports increased from R4,417·07 lakhs to R4,676·66 lakhs, which latter figure represents 25·6 per cent of the total value of exports. The increase is R259·59 lakhs and the increased total fell short of the amount of the Council Bills by R311·05 lakhs, which is 8·2 per cent of the average excess of exports and 1·7 per cent of the total exports.

It is not possible in this place to give a full analysis of the Indian balance of trade in the sense in which that term is sometimes construed. To do so would entail numerous adjustments and reconciliations, some of which are the subject of dispute, and the net effect of which might be to obscure the main point to be brought out, namely, the relation of exports to imports. Confining ourselves to this one point, it is still necessary to bear in mind that the figures quoted above relate only to the registered trade and to that at British Indian ports alone. The unregistered trade consists largely of trade carried on (chiefly by native craft from ports in the Native States on the West Coast of India) with Persia, Arabia, and Ceylon; and it is believed that the exports from such Native States greatly exceed the imports. The value of the large re-exports of pearls from Bombay is also not registered, as the pearls are sent from India by letter post. The trade of the French Settlements in the five years ending 1905-06 (the latest available) has been:

	Imports	Exports	Excess of Exports
	₹	₹	₹
1901-02	13,61,496	1,39,35,776	1,25,74,280
1902-03	17,36,236	1,19,40,994	1,02,04,758
1903-04	37,37,708	96,75,216	59,37,508
1904-05	17,13,449	1,42,10,414	1,24,96,965
1905-06	17,47,015	97,35,046	79,88,031

The trade of the Portuguese Settlements for the five years ending 1904-05 (the statistics for 1905-06 and 1906-07 have not yet been received) has been:—

	Imports	Exports	Excess of Imports
	₹	₹	₹
1900-01	1,47,053	48,994	98,059
1901-02	2,67,399	36,000	2,31,399
1902-03	2,15,718	1,58,147	57,571
1903-04	1,44,216	2,42,510	—98,294
1904-05	2,52,241	4,67,213	—2,14,972

It should also not be overlooked that the exports of Government stores in some years—as for instance at the time of the South African war and the Somaliland expedition—unduly swelled the total exports from India; and that they are inaccurately recorded, seeing that there is no obligation on the part of the officials concerned in the export of those stores to pass them through the Customs.

GOLD AND SILVER

The value of the Imports, Exports, and Net Imports of Gold and Silver in the last five years, in **thousands of Rupees**, was as follows :—

Gold—

	Imports	Exports	Net imports	*Production*
1902-03 . . .	13,19,24	4,42,78	8,76,46	3,05,87
1903-04 . . .	20,14,79	10,21,62	9,93,17	3,51,30
1904-05 . . .	21,81,20	12,10,61	9,70,59	3,55,59
1905-06 . . .	14,74,90	14,29,10	45,80	3,59,69
1906-07 . . .	18,53,34	3,67,73	14,85,61	3,22,56

Silver—

1902-03 . . .	12,18,65	5,22,98	6,95,67
1903-04 . . .	18,37,82	4,72,55	13,65,27
1904-05 . . .	17,69,62	4,43,47	13,26,15
1905-06 . . .	16,90,20	1,17,90	15,72,30
1906-07 . . .	26,04,64	2,04,09	24,00,55

It must not, however, be supposed that, in respect of Gold, the foregoing figures represent India's absorption of the metal. To ascertain the **absorption,** the Indian production of gold must be added to the above Net Imports. The gold produced in India is sent to England for assay and thus swells the exports and diminishes the net imports calculated in the ordinary way. But if no imported gold were exported, it would be necessary to consider the total imports as absorbed. For this reason the production figures for the last five years are added to the above statement.

It will be seen that the **imports of gold** increased from R1,475 lakhs to R1,853·34 lakhs, while the **exports** decreased from R1,429·1 lakhs to R367·73 lakhs.

The **net imports of gold** thus increased from R45·8 lakhs to R1,485·6 lakhs (£9,904,000), which is the highest on record. Including the production with a value of R322·56 lakhs, the net addition to the stock of gold amounted to R1,808·17 lakhs (£12,055,000). In this total the net imports of sovereigns and half-sovereigns figured for 1,266,652 oz. valued at R742·58 lakhs or £4,951,000. In the previous year the exports exceeded the imports by R466·75 lakhs or £3,112,000. There was no export of gold on Government account during the year under review.

With regard to **imports of silver** it should be borne in mind that, during those years in which the value of silver was declining but while the mints in India remained open for free coinage, the value of the metal when converted into rupees was recorded as its value upon importation. The statistics relating to years since the closing of the mints assign to the metal its true market value, so that silver of the value of R1,000 in these statistics represents a much larger quantity of the metal than was indicated by R1,000 in the statistics of fifteen years ago, and a smaller quantity than the same figure would have represented five years ago. And in view of the marked rise in the price of silver in the last two years, this is not to be altogether disregarded. The average price of silver in London in 1906 was 30⅞*d.* per oz.; and one must go back to 1893 to find a higher average, though it was nearly equalled in 1896.

The **imports of silver** have attained the unprecedented level of R2,604·64 lakhs and there can be no doubt that the heavy demand for the metal, which has attended the commercial development of the silver-using East is the prime factor in the rise of price recorded above. The **exports** increased, but were far below the average and consisted mainly of Government rupees. These

were widely distributed; but Ceylon took the greatest quantity and showed the largest individual rise in her demand.

The **net imports** amounted to R2,400·55 lakhs, which largely exceeds the figure for any previous year.

Stated in ounces, the net imports and production of gold and the net imports of silver in the last five years have been as follows:—

	Production of Gold	Net Imports of Gold	Net Imports of Silver
1902-03 .	534,763	1,416,618	43,274,309
1903-04 .	613,755	1,566,237	79,182,136
1904-05 .	619,571	1,516,991	74,349,595
1905-06 .	625,247	—65,473	84,317,765
1906-07 .	562,232	2,377,151	118,198,857

The silver coinage struck in the Indian Mints during the last five years has been—

	R
1902-03	11,38,94,848
1903-04	16,53,11,541
1904-05	11,37,04,366
1905-06	20,00,14,451
1906-07	26,09,70,025

The number of ounces may be found approximately by dividing by R2½.

TRADE ACCORDING TO COUNTRIES

The following shows the trade of India with the world in merchandise, imported and exported, for five years **(in thousands of rupees)**:—

	1902-03	1903-04	1904-05	1905-06	1906-07
Europe . . .	1,31,15,12	1,57,37,21	1,69,02,21	1,71,40,26	1,89,81,68
Africa and Adjacent Islands.	14,15,50	8,79,80	8,09,20	8,17,68	10,59,17
Asia . . .	48,32,60	55,70,45	59,57,56	62,41,58	59,03,44
America . . .	12,04,57	13,38,43	14,98,19	19,45,60	21,93,68
Australasia . .	1,92,53	2,52,40	2,52,10	3,32,23	3,48,81
TOTAL .	2,07,60,32	2,37,78,29	2,54,19,26	2,64,77,35	2,84,86,78

Up to 1902-03 the trade with Africa was exaggerated owing to the circumstance that large shipments of produce consigned to Port Said "for orders" were credited to Egypt. The apparent falling-off in the trade with Africa is therefore not real, though it is probable that the figure for 1906-07 may require some abatement. In proportion as effect is given to the new system of registering imports by countries of consignment and exports by countries of destination, the trade with America must appear to be unduly increased, for hitherto a share of the trade with that Continent is credited to Europe and Asia. The trade with Europe has increased by R18,41·42 lakhs and her share in the total has risen from 64·7 per cent to 66·6 per cent of the total, which is slightly better than in 1904-05. The trade with Asia shows a decline of R338·14 lakhs and now represents 20·7 per cent of the total in place of 23·6 per cent. The total trade with America (83 per cent of which was with the United States) increased by R248·08 lakhs or about 12·75 per cent. The exports to Europe amounted to R10,043 lakhs and the imports to R8,938 lakhs. Exports therefore exceeded imports by R1,105 lakhs or 11 per cent of the former. Exports to Africa were thrice as great as imports therefrom, and Asia and America respectively took three and a half and seven and a half times as much as they sent, while Australasia took four times as much.

The following statement shows India's trade with each principal country for the last five years **in thousands of rupees**:—

	1902-03	1903-04	1904-05	1905-06	1906-07
United Kingdom	84,66,27	96,30,58	106,17,67	109,43,01	119,71,77
China	18,19,23	20,03,80	21,62,93	23,26,55	20,53,40
Germany	12,33,76	17,74,11	18,03,84	19,10,94	24,87,84
United States	9,74,80	10,33,52	11,21,73	15,27,20	18,19,59
France	10,57,09	11,51,64	11,36,47	11,30,48	12,61,23
Japan	6,70,48	9,74,06	10,91,84	11,23,57	8,71,99
Belgium	8,05,72	10,99,74	11,91,95	10,98,74	11,51,93
Straits Settlements	10,09,71	9,87,22	9,48,00	8,99,47	9,44,03
Austria-Hungary	5,77,09	7,01,57	8,72,01	8,92,26	12,29,13
Ceylon	5,24,51	5,41,19	5,73,50	6,36,32	7,36,07
Italy	4,25,47	5,93,85	5,54,18	5,94,34	6,81,83
Mauritius	3,13,10	3,85,85	3,19,55	3,26,07	3,47,86
Australia	1,57,78	2,13,39	2,19,32	2,93,70	3,08,22
Java	85,07	1,62,04	2,47,01	2,83,02	3,43,31
Holland	1,42,80	2,60,36	3,01,76	2,38,14	1,85,35
Egypt	8,02,05	1,88,69	1,93,53	1,95,53	4,26,12
Russia	3,09,64	3,28,73	2,25,57	87,99	86,06

In determining, from the figures as they appear in the accounts, the trading interests of certain countries with India, and in making comparisons, much care is necessary; for in the case of imported goods, the countries containing the ports from which the goods were shipped direct to India were formerly credited with the trade, as were also the countries containing the ports at which goods were transhipped, except when goods were shipped on a through Bill of Lading, in which case the country containing the port at which the Bill was granted is credited with the trade. In the case of exported goods, the countries containing the ports at which the goods are discharged, whether destined for that country or not, are credited with the trade. Taking the figures as they stand, however, the share of the United Kingdom increased by R1,028·76 lakhs; and that the advance was shared by the other countries trading with India is shown by the fact that this large increase only raised the share of the United Kingdom from 41·3 per cent to 42 per cent of the total. The increase R576·9 lakhs in the trade with Germany is in part due to the improved methods of registration, but while Holland shows a shrinkage of R52·79 lakhs, Belgium improved by R53·19 lakhs. Besides Holland, the only other countries that showed contraction were China, Japan, and Russia.

SHIPPING

While the net increase in the value of imports and exports of merchandise by sea amounted to 7·2 per cent of the total for the previous year, there was an increase of 11·61 per cent in the tonnage of shipping that entered and cleared for Indian ports. The following statement gives the numbers and tonnage of steamers and sailing vessels with cargoes and in ballast which entered from and cleared to all countries:—

	No.	Tons	Average tonnage
1902-03	9,089	10,926,560	1,202
1903-04	9,530	12,559,260	1,318
1904-05	9,798	13,881,336	1,417
1905-06	9,269	12,598,321	1,359
1906-07	9,329	13,775,436	1,477

Of those 97·78 per cent represented steam tonnage. The total number of **steamers** that entered and cleared was 5,944 with an aggregate burden of

13,469,417 tons as against 5,706 and 12,270,263 tons in the previous year. The average tonnage per steamer increased from 2,150 to 2,266 tons. The rate of increase was about 5·4 per cent.

The average tonnage per **sailing ship** decreased from 92 to 90 tons.

The entries from and clearances to the **United Kingdom** were 3,121,861 tons as against 3,140,281 tons in 1905-06, and this reduced quantity represented 22·66 per cent in place of 24·9 per cent of the total tonnage.

Entries from and clearances to British Possessions other than the United Kingdom increased from 4,784,555 to 5,650,916 tons, which represent 41·02 per cent of the total, as against 37·98 per cent in the previous year. The tonnage from and to the British Empire therefore amounted to 64·41 per cent of whole in place of 62·88 per cent.

The tonnage under the **British flag**, including the Indian register, represents about 80·35 per cent of the whole, while that registered under the English Merchant Shipping Act was nearly 79·05 per cent.

The number of vessels under **foreign flags** which entered and left Indian ports was 1,102 with an aggregate burden of 2,536, 714 tons, as against 1,296 in 1905-06 with an aggregate of 2,230,400 tons.

The number of vessels under the principal flags are given below :—

	1902-03	1903-04	1904-05	1905-06	1906-07
British . .	4,257	4,772	5,633	4,838	4,920
German . .	325	393	339	387	371
Austro-Hungarian	142	134	156	162	159
Norwegian .	116	173	141	174	195
French . .	157	143	94	105	67
Italian . .	54	63	74	85	76

FRONTIER TRADE

The bulk of India's Foreign Trade is, and always must be, sea-borne, the value of the trade across the land frontiers of India being equal to only 5·14 per cent of the trade carried by sea. Although the Foreign land trade is relatively small, it is characterised by steady progress. It has now attained fairly substantial dimensions, the grand total value of merchandise and treasure imported and exported having been R17,68,18,555 (say £11·79 millions) in 1906-07 compared with R16,75,51,873 in 1905-06. In 1878-79, the first year for which there are complete statistics, the trade was only R8,90,33,123 (at that time equal to about £7,390,000), and in rupees at all events is now apparently about twice as great.

It must however be recognised that the valuation of frontier trade is difficult and defective, and that improved registration may account for part of the increase.

The following statement is interesting as comparing the value of the trade in 1906-07 with that in 1905-06 and with the average annual value in the five preceding quinquennial periods :—

	Imports	Exports	Total
	R	R	R
Average 1880-81 to 1884-85 .	5,24,04,656	5,17,28,273	10,41,32,929
„ 1885-86 to 1889-90 .	4,49,38,384	5,95,82,674	10,45,21,058
„ 1890-91 to 1894-95 .	4,29,06,151	4,05,14,663	8,34,20,814
„ 1895-96 to 1899-1900 .	5,87,54,796	4,99,30,583	10,86,85,379
„ 1900-01 to 1904-05 .	7,63,30,044	6,33,66,488	13,96,96,532
1905-06	9,39,93,911	7,35,57,962	16,75,51,873
1906-07	9,91,39,591	7,76,78,964	17,68,18,555

With the exception of the small trade *viâ* the branch line from Sialkot to Jammu in Kashmir, goods are not carried by railway across the frontier, but a large portion of the trade with Kandahar is carried by rail to and from stations close to the frontier and is therefore registered as railway traffic. It may, however, be assumed that the movements of merchandise are recorded with sufficient accuracy for analysis ; and in the following notes the **figures relate to merchandise only.** Taking merchandise only, the geographical distribution of the trade by frontiers and *principal* countries, proceeding from west to east, is as follows **(in thousands of rupees) :—**

		1902-03	1903-04	1904-05	1905-06	1906-07
N.-W. Frontier	Afghanistan—					
	Southern and Western	53,48	68,02	76,53	85,63	1,05,78
	Northern and Eastern	63,99	70,56	87,29	83,43	93,74
	Dir, Swat, and Bajaur	96,06	89,08	1,04,55	1,02,96	1,19,03
	Kashmir	2,08,32	2,41,45	2,30,26	2,77,41	3,14,77
N. and N.-E. Frontier	Tibet	31,43	20,62	22,39	37,52	35,06
	Nepal	3,84,30	3,92,69	3,99,65	4,87,15	4,35,70
E. Frontier	Western China	43,73	45,04	49,92	50,26	53,42
	North Shan States	78,00	85,20	98,70	1,01,90	1,09,36
	South Shan States	63,53	70,74	89,08	99,87	1,05,29
	Karenni	25,65	32,86	27,41	31,13	24,91
	North Siam	25,93	33,38	39,64	31,67	33,50

NORTH-WESTERN FRONTIER

Persia—The Quetta-Nushki railway has been open throughout the year, but trade with Persia by land has been subject to various discouragements, and its value has receded from R7·5 lakhs to R5·39 lakhs, which is only slightly above its level in 1904-05. The principal imports were, as usual, silk manufactures; and these decreased from R1,76,778 to R1,60,485, while the land imports of "precious stones and pearls, unset", which had amounted to some R46,500 in the previous year, disappeared. The principal exports were cotton manufactures, which diminished from R1,79,343 to R1,77,597. Indigo dropped from R1,40,282 to R50,462.

Afghanistan—The year as regards communication with Afghanistan was rendered exceptional by the visit of His Majesty the Amir, and the exchanges of goods increased in value from R169·06 lakhs to R199·52 lakhs, the difference being R30·46 lakhs or 18·02 per cent. The exports rose from 104·59 lakhs to R112·48 lakhs and represent 56·37 per cent of the total, while imports advanced from R64·46 lakhs to R87·04 lakhs. The total imports from **Kabul** increased by 13·6 per cent to R25 lakhs, the principal item being fruits and nuts with a value of R10·97 lakhs against R7·52 lakhs in 1905-06. Drugs and medicines follow with R2,76,631, ghi (clarified butter) with R2,56,099, wool with R2,01,841, and live animals with R1,44,917. Exports to Kabul developed from R61·48 to R68·23 lakhs ; and in this branch, the principal staple, cotton piecegoods, with a total of R42·77 lakhs showed an increase of R6·29 lakhs, which leaves barely R46,000 to be accounted for by other articles. Cotton yarns (mostly foreign), with a value of R4·05 lakhs in place of R3·22 lakhs, have in the year under report surpassed tea in importance. Tea subsided from 6,071 cwts and R4,31,720 to 4,780 cwts and R3,28,933. The share of Indian tea improved from 49·6 per cent to 52 per cent, but the exportation contracted from 3,012 to 2,430 cwts and from R1,24,176 to R1,16,101. From these figures it appears that the values of foreign and of Indian teas for the Kabul market are, respectively, R92 and R47 per cwt. The high prices of

leather goods led to a contraction of the trade, which receded from R2·42 to R1·69 lakhs, and it is understood that plant for the preparation and manipulation of leather has recently arrived and is now being erected in Kabul. Imports from **Kandahar** amounted to R71,53,543 as against R42,52,353 in 1905-06. Of this wool represents R39 lakhs as against R23·48 lakhs in the previous year, while fruits and nuts increased from R12·36 to R22·7 lakhs, and ghi from R1·44 to R2·35 lakhs. The exports to Kandahar recorded a further advance from R43·11 to R44·24 lakhs, the principal articles being foreign piecegoods (R18·8 against R13·42 lakhs) and Indian piecegoods (R10·98 against R13·06 lakhs). The trade in foreign piecegoods therefore increased by R5·38 lakhs with a rise of 2·35 per cent in specific value, while that in Indian piecegoods fell off by a further R2·08 lakhs, the average value remaining almost unaltered.

Dir, Swat, and Bajaur—The imports from these territories after remaining for two years at R39 lakhs advanced to R51 lakhs. Ghi with a value of R23·57 lakhs represents 46·2 per cent of the total, and increase under this head is 40·58 per cent of the increase of R12 lakhs. The imports of grain at R10 lakhs were double of those of the previous year and consisted mainly of husked rice (R7 lakhs) and unhusked rice (R2·04 lakhs). The receipts of hides and skins recovered from R4·1 to R5 lakhs, and timber advanced from R2·77 to R4·26 lakhs. The increase in exports to these countries was much less marked and brought their value only to R67·81 lakhs in place of R64·02 lakhs.

Of the total value of the principal articles, cotton piecegoods remained unchanged at R35 lakhs, while the share of foreign goods contracted to R23 lakhs, and that of Indian goods expanded to R12 lakhs. Twist and yarn showed an improvement at R8·87 lakhs (foreign R5·85 lakhs and Indian 3·02 lakhs), while salt had a value of R4·46 lakhs, raw cotton 3 lakhs, and sugar 2·68 lakhs. Metals, tobacco, tea, spices, and indigo ranged in the order named, from R1·78 to R1·43 lakhs, spices being the only item that did not show improvement. In the R1·57 lakhs represented by tea, Indian tea with a total of 266,112 lbs and R1,02,618 assumed a predominating position comparing very favourably with 159,264 lbs and R49,000 of the previous year, while foreign tea fell back from 105,280 lbs and R90,142 to 89,824 lbs and R54,550. More than two-thirds of tea exported was green tea and the position now taken by Indian tea in this trade shows that the concerted measures employed have not been fruitless.

Kashmir—The trade with Kashmir forms 18 per cent of the total frontier trade of India. Its value showed a net increase of R37·36 lakhs or nearly 13·47 per cent, and amounted to R314·77 lakhs as against R277·41 lakhs in 1905-06. The increase was confined to imports, which developed from R150·58 to R190·98 lakhs, the difference being R40·4 lakhs. The following are the principal articles of imports from Kashmir with their values for the last three years:—

	1904-05 R	1905-06 R	1906-07 R
Silk	15,12,884	23,08,752	26,97,325
Ghi	30,02,974	29,80,649	36,23,577
Timber	19,31,577	24,14,877	26,95,394
Drugs and Medicines	8,63,825	19,44,843	22,50,753
Charas	*2,84,760*	*14,18,900*	*18,33,600*
Hides and skins	13,53,225	16,52,839	15,54,805
Woollen piecegoods	10,75,047	10,81,770	11,54,890
Shawls	1,000	18,780	...
Fruits and nuts	7,48,883	8,52,724	27,17,200
Grain	4,58,901	8,21,284	5,79,248
Wheat	*2,19,720*	*4,38,941*	*2,29,245*
Rain crops other than rice	*53,798*	*1,12,253*	*85,429*

Silk from Kashmir is made in the State filatures and is of good quality. The increase in value as shown above was one of 16·8 per cent, but the quantity was greater by 16·62 per cent, *viz.*, 385,840 lbs against 330,848 lbs in 1905-06. There was a large increase in the value of ghi imported, but this was swelled by a rise of some 7·75 per cent in the average value of the article. The rise in the specific value of timber during the year is not shown in the table given above, but the increase of 11 per cent in total value was accompanied by a rise of 5·5 per cent in quantity. On the other hand, the general rise in the price of hides and skins in India failed to induce larger imports, and these declined from 29,469 cwts to 25,136 cwts and from R16·53 to R15·55 lakhs. The expansion in the imports of drugs and medicines which in two years have grown from R8·64 lakhs to R22·51 lakhs is remarkable, and is due entirely to **Charas**, or hemp, which comes chiefly from Central Asia. It is subject to a very high excise duty; but the trade has increased in the last two years from R2·85 to R18·34 lakhs, the growth in the last year alone being R4·15 lakhs. The trade in fruits and nuts sprang up from R8·53 to R27·17 lakhs and assumed the second place in importance. Kashmir fruits are now widely distributed in India and the trade is one that may be expected to grow as methods of handling and transportation are perfected and new orchards brought into bearing. Grains of all kinds fell off by R2·42 lakhs, the greater part of which is attributable to the reduced imports of wheat. In woollen piecegoods there was an increase of 6·76 per cent in value, but a reduction of quantity was disguised by a rise of nearly 11 per cent in specific value—from R186 to R202 per cwt. The discontinuance of the imports of shawls must be viewed in relation not only to the figures of the previous year but to the very much smaller figures of 1904-05 and 1903-04.

In the following statement are enumerated the principal articles of **export** to Kashmir with their values :—

	1904-05	1905-06	1906-07
	R	R	R
Cotton piecegoods . . .	43,79,041	52,94,524	49,19,716
Sugar	11,72,436	14,11,951	15,74,845
Cotton yarn	5,16,989	8,01,506	6,67,786
Tea	5,26,486	7,28,302	7,80,091
Salt	9,32,601	6,33,269	8,05,219
Metals	4,86,287	5,33,898	7,03,137

The value of the *exports* of cotton piecegoods, which form the principal item, declined by 7·08 per cent, but exceeded the figure for 1904-05. In quantity the decline was one of 6·21 per cent and the weight stood at 47,864 cwts as against 51,034 cwts. in the previous year and 44,611 cwts in 1904-05. Cotton yarn decreased by 20·31 per cent in quantity (8,164 cwts in place of 10,245 cwts) and 16·68 per cent in value. Of the piecegoods 71 per cent and of the yarns 94 per cent were of foreign manufacture. Exports of tea increased by 7·11 per cent in value, but in quantity the contraction was one of 7·2 per cent (1,544,938 lbs in place of 1,664,768 lbs). Indian tea amounted to 1,461,040 lbs or 94·57 per cent of the whole; and the average declared value of foreign tea was annas 10-9 per lb as against annas 7-9 for Indian. Sugar increased by 8·8 per cent in quantity (127,509 cwts in place of 117,220 cwts) and 11·54 per cent in value as shown above. Salt (with 283,801 cwts and R8·05 lakhs) increased by no less than 32·4 per cent in quantity and 27·15 per cent in value, while metals at R7·03 lakhs also made a contribution of R1·69 lakhs to the net advance.

Ladakh—Ladakh is a junction for trade between Indian and Western Tibet on the one hand and Yarkand and Kashgar on the other. Trade with Ladakh is registered separately from the trade of Kashmir, but it is of small volume though showing at R7·67 lakhs a certain advance (R81,000) on the R6·86 lakhs of the previous year. *Imports* improved from R5·78 to R6·13 lakhs and exports from R1·08 to R1·54 lakhs. *Charas* represents nearly 75 per cent of the total imports, and increased from 1,086 cwts and R4·21 lakhs to 1,199 cwts and R4·57 lakhs. The large increase in imports of raw silk, which was marked in 1905-06 and raised the figures to 172 cwts with a value of R82,000, has been followed by a reaction, and the figure has recoiled to 84 cwts and R40,250. On this, as on other frontiers, cotton piecegoods (almost entirely foreign) continue to form the chief item of *exportation*; but, unlike some other trans-frontier territories in 1906-07, Ladakh took 7·8 per cent more in quantity and 6·9 per cent more in value.

NORTHERN AND NORTH-EASTERN FRONTIER

Nepal and Tibet are the only two States or countries along this frontier which can be said to have any trade of importance with India.

Nepal—The trade with Nepal receded from R487·15 lakhs in 1905-06 (imports R332·88 lakhs and exports R154·27 lakhs) to R435·69 lakhs in 1906-07 (imports R297·26 lakhs and exports R138·43 lakhs). In the latter year it amounted to 24·64 per cent of the total frontier trade of India, as against 33 per cent in 1905-06. The principal articles of *import* and their values in the last three years are shown in the sub-joined table :—

	1904-05	1905-06	1906-07
	R	*R*	*R*
Grain and pulse	12,28,27,242	1,73,33,936	1,30,33,843
Rice	*73,07,271*	*96,38,652*	*63,05,126*
Paddy	*40,66,437*	*57,22,659*	*46,25,745*
Wheat	*1,97,605*	*3,36,361*	*2,83,810*
Animals living	27,88,745	30,24,550	37,66,691
Cattle	*15,45,314*	*18,26,484*	*26,74,473*
Oilseeds	25,45,789	23,50,612	34,43,269
Linseed	*10,63,707*	*6,67,341*	*8,80,708*
Rape and mustard	*14,71,791*	*16,01,544*	*25,23,392*
Ghi	15,82,240	22,06,776	22,09,334
Jute, raw	9,01,154	21,39,964	17,67,175
Hides and skins	9,39,008	11,88,202	11,98,191
Spices	9,02,706	10,33,007	8,32,589

Of the heads here shown, three, namely, grain, jute, and spices, mark decreases of various dimensions. Of these the most considerable occurs in grain and pulse, and this is constituted by large contractions in rice, paddy, and wheat. This head, which in the previous year represented 52 per cent of the imports, has therefore now fallen to 44 per cent. The total quantity imported fell from 4,463,201 to 2,633,980 cwts, and the decline was thus one of 41 per cent in quantity and 24·8 per cent in value. In rice and paddy alone there was a drop of R44 lakhs (£295,000). The imports of cattle from Nepal into Bengal repre-

sent 64·5 per cent of the total imports of cattle by land into India, and the number and value expanded in 1906-07 from 43,976 and R18,26,484 to 68,241 and R26,74,473. The expansion was greater in number than in value, the average price per head having subsided from R41½ to R39⅕; but it more than accounts for the whole net rise in value under the head of live animals. The contraction in the receipts of jute raw is worthy of note. Nepal is the only country from which India imports jute, and of recent years the production has increased. But in the year under review the importation has gone back by 24·38 per cent in quantity (from 236,214 to 178,636 cwts) and 17·42 per cent in value, the average declared value having risen from R9 to R10 per cwt. Oilseeds showed a recovery of 46·5 per cent in value; and of the increased total, mustard and rape stood for R25·23 lakhs and linseed for R8·83 lakhs. Ghi and hides and skins improved though slightly. Besides the articles enumerated above, there are several of which the value is considerable: as for example, railway materials and dyes of R4·76 and R2·85 lakhs respectively and timber of R6·37 lakhs.

The *exports* to Nepal fell from R154·27 to R138·43 lakhs. Among them the following are the most important:—

	1904-05	1905-06	1906-07
	R	R	R
Cotton piecegoods . . .	57,68,943	60,07,841	52,51,947
„ twist and yarn . .	15,06,067	17,47,875	14,47,332
Metals	15,98,341	14,06,444	11,31,654
Salt	11,37,118	12,38,600	11,18,902
Spices	6,48,580	7,99,292	10,38,375
Sugar	5,96,666	7,29,602	7,72,271

Cotton piecegoods as usual head the list but with a total diminished in the year now under review. The decrease was one of 12·26 per cent in quantity and 12·58 per cent in value. Yarns again, of which three-fourths are of foreign origin, contracted by 10 per cent in quantity and 17·2 per cent in value. The decline in metals continues; and in 1906-07 amounted to 11·8 per cent in quantity and 19·5 per cent in value. Salt declined from R12·39 to 11·19 lakhs or 9·7 per cent. Spices and sugar are the only two items that showed an advance.

Sikkim and Bhutan—The trade with Sikkim grew from R8·8 to R12 lakhs, and that with Bhutan receded from R14·38 to R13·92 lakhs. Sikkim supplied grain to the value of R3·77 lakhs as against R1·12 lakhs in the previous year, and fruits, etc., to the value of R1·02 lakhs against R74,000; the total imports from that source amounting to R6·79 lakhs as compared with R4·08 lakhs in 1905-06. The greater part of imports from Bhutan consists of timber, and this fell away from R6·6 to R5·36 lakhs, with fruits, etc., at R1·06 lakhs instead of R2·76 lakhs. The total value of timber alone imported in 1905-06 was 58 per cent of the total value of imports (R11·35 lakhs) this year. The *exports* to both countries improved somewhat. Those to Sikkim rose to R5·25 lakhs and consisted chiefly of grain R1·04 lakhs, cotton piecegoods and yarn (chiefly the former and of Indian manufacture) R1,25,000, and salt R26,000. The exports to Bhutan increased to R2·57 lakhs; and of these the most important were cotton piecegoods and yarn (chiefly the former and of foreign manufacture) with a value of R65,000, silk manufactures R26,000, and spices R19,000.

Tibet—Trade with Tibet has still to contend with great difficulties in the matter of communications, but there is good reason to believe that it is capable of considerable expansion. The total trade fell from R37·52 to R35·06 lakhs, the net decrease being R2·46 lakhs. This net decrease was more than accounted for by that in *exports* alone, the *imports* having developed from R19·19 to R19·53 lakhs. The major part of this decrease arose from woollen manufactures and coral, which declined from R1·88 and R2·28 lakhs to R64·600 and R78,000 respectively. *Exports* fell off by about 15·28 per cent (from R18·33 to R15·53 lakhs), the principal articles being, as usual, cotton piecegoods with a value of R5 lakhs, and yarn with a diminished value of R14,247. Other important articles were grain R2·64 lakhs (40 per cent of which was husked rice), coral R78,000, woollen manufactures R65,000, and metals R87,000. The imports of wool declined by 18·4 per cent in quantity (from 42,741 to 34,869 cwts) and 3 per cent in value (from R11·3 to R10·97 lakhs). Other principal articles were: borax R2·49 lakhs, salt R1·3 lakhs, and horses, ponies, and mules R90,000.

Other States—The two most important among the remaining States are Manipur and Hill Tipperah. The trade with **Manipur** increased from R5·29 to R11·94 lakhs. To this increase, *imports* which rose from R3·17 to R8·47 lakhs contributed most largely (the principal articles being cattle R4·68 lakhs and husked rice R2·5 lakhs); while the *exports*, which advanced from R2·12 to R3·47 lakhs, consisted mainly of spices R1,85,880, cotton piecegoods (only foreign) R46,720, salt R31,826, and oil R26,746. The trade with **Hill Tipperah** advanced by R16,000 to R9·65 lakhs. This increase was confined to *imports* and raised the total only to R7·14 lakhs composed principally of timber (R3·71 lakhs), bamboos (R1·25 lakhs), and raw cotton (R67,000). The *exports* to this State increased from R2·47 to R2·51 lakhs, the only considerable articles being dried fish R13,738, tobacco R4,020, and grain and pulse R29,101.

EASTERN FRONTIER

Western China—The trade with Western China really means the trade of Bhamo with Tengyueh in Yunnan. It increased from R50·26 to R53·42 lakhs. *Imports* showed a small decline of ·8 per cent from R17·25 to R17·11 lakhs; while *exports* increased by R10 per cent from R33·01 to R36·31 lakhs, which, however, is short of the figure for 1904-05. Among the imports the only large decline was that in raw silk, which fell away from R5·42 to R3·47 lakhs. Opium which had risen from R15,000 in 1904-05 to R3·62 lakhs in 1905-06, dropped back to R2·15 lakhs in the year under review. Hides of cattle improved from R2·16 to R4·78 lakhs, orpiment from R1·2 to R1·49 lakhs, animals, living, from R1·81 to R1·85 lakhs, and lac from R26,700 to R44,900. Of the *exports*, 56 per cent consisted of cotton yarn (all of Indian manufacture), and this article increased from R19·09 to R20·34 lakhs. Cotton piecegoods again showed continued development at R5·05 lakhs as compared with R3·8 lakhs in the previous year. The other principal items of export were:—raw cotton 4·17 lakhs, jadestone 1·31 lakhs, provisions 1·72 lakhs, and salt 1·35 lakhs. Exports of petroleum decreased by 43 per cent and fell back from R64,200 to R36,700.

Shan States (North and South)—These States are British territory under local chiefs; but for convenience of registration they are treated as foreign countries, and two-thirds of the trade across the Eastern statistical frontier relates to them. The trade as a whole increased by R12·9 lakhs in 1906-07, that is

to say, from R201·77 to R214·67 lakhs. The trade with the **Northern States** improved by R7·48 lakhs to R109·38 lakhs and that with the Southern States by R5·42 lakhs to R105·29 lakhs. The trade with the Northern States consisted of R53·06 lakhs *imports* and R56·32 lakhs *exports*. Among the former, were *letpet* (pickled tea) R22·07 lakhs (against R22·51 lakhs), leaf-tea R8·84 lakhs (as against R10·8 lakhs), teak R6·3 lakhs (against R3·76 lakhs), husked rice R2·1 lakhs (against R1·87 lakhs), and lac R2·42 lakhs (against R1·57 lakhs). The *exports* consisted mainly of cotton piecegoods (almost entirely foreign) R10·37 as against R9·97 lakhs in 1905-06, yarn (mostly foreign) R12·68 against R9·51 lakhs in 1905-06, provisions (of which seven-eighths was fish) R7·3 as against R8·09 lakhs in the previous year, salt R3·12 lakhs (as against R2·95 lakhs), iron R6·47 lakhs (against R2·55 lakhs), opium R1·06 lakhs (against R2·53 lakhs), and live animals R1·6 lakhs (against R2 lakhs).

The trade with the **Southern States** consisted of R49·45 lakhs imports and R55·84 lakhs exports against R47·03 and R52·84 lakhs respectively in the previous year. The net increase of R2·42 lakhs in *imports* was more than accounted for by the growth of lac from R6·56 to R12·87 lakhs. Teak at R9·53 lakhs, potatoes at R2·38 lakhs, and hides at R2·6 lakhs all showed improvement, while there were decreases in horses, ponies, and mules at R2·69 lakhs, cattle at R4·52 lakhs, and "other fruits and vegetables and nuts" at R2·97 lakhs. Among *exports* to the Southern States, the most important item was cotton piecegoods (mainly foreign), the increase in which from R19·38 to R22·71 lakhs was in itself sufficient to account for the whole net increase. Among the other items, the following showed improvements—betelnuts with R5 lakhs instead of R3 lakhs and yarn (mostly Indian) with R2·89 lakhs in place of R2·59 lakhs. Decreases occurred in provisions (principally fish) with R4·56 lakhs, manufactured silks with R3·6 lakhs, apparel R1·46 lakhs, and metals R1·35 lakhs, of which iron constituted R1 lakh.

North and South Siam—India's trade with North Siam has a value of R33·5 lakhs, which is four times as great as the trade with South Siam and shows an advance of nearly R2 lakhs on the figure for the previous year. The *imports* declined from R20·75 to R19·5 lakhs, for while teak improved to R13·39 lakhs and cattle to R4·38 lakhs, other kinds of animals fell from R4·06 lakhs to R1·53 lakhs. The *exports* increased from R10·9 lakhs to R14 lakhs, the largest growth being in manufactured silk (R2·43 against R1·12 lakhs), cotton piecegoods (almost all foreign) R2·99 lakhs, and apparel R1·66 lakhs; while yarns (which like the piecegoods were mainly of foreign origin) showed a loss of R43,000 at R1·28 lakhs. The trade with **South Siam** amounted to R10 lakhs, which is about a lakh better than in 1905-06. Of the total, R5·32 lakhs represented *imports* consisting almost entirely of manufactured silk at R2·96 lakhs and live animals at R2·32 lakhs; while *exports* showed continued development at R4·83 lakhs, the only considerable item being (as in the case of imports) manufactured silk with a value of R97,000.

Karenni—The trade with Karenni is less than R25 lakhs and shows a decline of 20 per cent on the previous year's figures. The diminished total is composed of R20·83 lakhs imports and R4·08 lakhs exports. The *imports* consisted almost entirely of teak with a value of R20·13 lakhs; and among the *exports* the only item, live animals, with a reduced total of R1·66 lakhs, was considerable, while "jewellery and precious stones and pearls, unset" recoiled from its exceptional level of 1905-06 to R9,571.

The relative importance of the various articles of trade in the commerce of India with trans-frontier countries is shown below. The values are stated in **thousands of rupees:**

IMPORTS

	1904-05	1905-06	1906-07
Cattle	39,59	33,60	44,04
Other animals	35,16	31,70	26,08
Drugs and medicines, including *charas*	25,85	31,57	35,12
Fibrous products (chiefly jute)	13,32	26,65	24,41
Fruits, vegetables, and nuts	37,23	41,62	73,95
Grain and pulse (largely rice)	1,47,63	1,96,57	1,58,70
Hides and skins	35,90	41,01	46,59
Ghi (clarified butter)	71,94	75,86	90,73
Pickled tea	24,88	22,52	22,07
Seeds (chiefly linseed and rapeseed)	28,52	26,79	38,69
Silk	24,71	36,56	35,90
Spices	12,18	13,65	12,16
Wood and timber, chiefly teak	94,94	99,32	1,05,09
Wool	30,89	42,45	57,87
Woollen goods	12,58	13,63	13,42

EXPORTS

	1904-05	1905-06	1906-07
Cotton	11,03	8,93	9,53
Cotton yarn—			
Foreign	31,25	39,88	40,88
Indian	34,80	29,88	31,75
Cotton goods—			
Foreign	1,87,86	2,02,70	2,07,23
Indian	64,91	61,39	60,81
Grain and pulse	16,67	18,86	16,43
Metals, mainly brass, copper, and iron	32,11	31,87	35,01
Oils	14,18	16,94	16,66
Provisions	21,97	24,57	21,64
Salt	33,03	31,22	32,18
Silk goods	8,97	8,12	9,36
Spices	17,06	17,53	24,78
Sugar	26,67	33,10	35,40
Tea	12,40	14,24	14,54
Tobacco	13,03	14,18	14,76

Since the total value of *imports* in 1906-07 was R10 crores, the centesimal proportion borne to that total by any of the above sums may be found approximately by knocking off the three last figures. In *exports* however it is necessary to divide by 774 any of the sums in that section whose importance the reader wishes to establish as a percentage of the whole.

Similarly the appended statement shows again in thousands of rupees the measure in which the various provinces participated in the total of such commerce:

	1902-03	1903-04	1904-05	1905-06	1906-07
Sind and Baluchistan	75,30	88,47	1,04,90	1,1 ,02	1,41,30
N.-W. Frontier Province	2,07,59	2,43,78	2,92,77	2,98,56	3,12,99
Panjab	2,19,09	2,18,86	2,61,42	2,31,02	2,82,88
United Provinces	1,64,75	1,70,52	1,64,75	1,94,65	1,81,29
Bengal	2,82,86	2,67,02	2,86,04	3,81,44	3,23,73
Eastern Bengal and Assam	11,69	20,51	18,64	19,88	38,10
Burma	3,09,55	3,69,93	4,03,42	4,37,56	4,87,88

COASTING TRADE

Merchandise shipped from one part of India to another appears first under exports and again under imports, so that the total of the two is approximately double the true dimensions of the single transaction. But half of the sum of the total exports and total imports under Coasting Trade would not represent even approximately the true scope of the trade, for the figures comprise such exchanges with ports in Indian Native States and Foreign Settlements as appear in Indian statistics only as imports or as exports. It has, therefore, been the practice to state in the Review the net value of the coasting trade arrived at by adding to the value of the imports into British ports from other British ports,

the sum of the imports and exports in the trade between British and non-British ports in India. The value so calculated in respect of 1906-07 is, for merchandise, ₹5,223 lakhs (£34,820 000), the increase being ₹701·8 lakhs or 15·52 per cent on the figures of the previous year. Food-grains represented 28·6 per cent of the total with a value of ₹1,495 lakhs, the increase being ₹518 lakhs. Of the total value of food-grains, rice represented 81·9 per cent and of this grain, there were greatly increased shipments from Burma to Bengal and to Eastern Bengal and Assam, while less went to Bombay than usual. The recorded exports of rice from Burma to Indian ports amounted to 813,000 tons in 1906-07 (an increase of 353,000 tons); but the discrepancy between the shipment figures and those of receipts persists. The exports of **mineral oil** from Burma to Indian ports increased from 55·3 to 58·5 millions of gallons. The quantity taken by Calcutta for distribution by sea to other ports decreased from 34 to 33 million gallons, the direct shipment from Burma to other provinces being—Bombay 9·2 million gallons, Madras 8·9 million gallons, and Sind 2·4 million gallons. The coastal exports of **gunny bags** from Calcutta, mainly to Burma and Bombay, increased in value from ₹158·5 lakhs to ₹196·2 lakhs and in quantity from 58 to 64 million bags. But one of the largest shippers recently chartered a special train to carry bags for the Western markets, and if this practice be resorted to, it will make a palpable difference in the shipping figures. The expansion in the coastal shipments of Bengal coal was one of 245,000 tons, bringing the total to 2,257,000 tons. The quantity of Indian-made cotton piece-goods shipped from the Bombay Presidency fell from 173·15 to 164·5 million yards and the value from ₹249·5 lakhs to ₹246·6 lakhs, the decrease being 8·65 million yards or 5 per cent in quantity and ₹2·9 lakhs or 1·2 per cent in value, the increase in specific value being 4 per cent. The following figures show the quarters in which the largest contraction took place :—

Shipments from Bombay Presidency to other provinces in the last two years were :—

	Quantity (yards)		Value ₹	
	1905-06	1906-07	1905-06	1906-07
To Bengal .	35,518,006	39,946,898	57,92,990	62,28 886
„ Sind .	119,578,585	109,901,625	1,62,01,566	1,59,50,055
„ Madras .	2,174,949	1,956,617	4,00,641	3,51,073
„ Burma .	11,883,816	8,767,238	19,72,531	15,69,957

RAILWAY GOODS TRAFFIC

The increase in **Railway goods traffic** is a valuable index of the growth of India's total trade. The statement given below shows (*in thousands*) the **ton-mileage** of goods traffic on the principal railways in India during the last five years. They may be summarised and compared as follows :—

1902	7,187,539		
1903	7,623,682	+ 436,143	or 6·7 per cent
1904	8,969,140	+ 1,345,458	„ 17·6 „
1905	9 260 752	+ 291,612	„ 3·2 „
1906	10,052,132	+ 791,380	„ 8·5 „

The total increase in the period of four years has thus been 2,864,593,000 ton-miles or nearly 40 per cent on the figures for 1902. It is scarcely surprising that railways have found difficulty in keeping their rolling-stock in line with such an expansion ; and indeed a comparison of the rate of additions to goods

traffic rolling-stock in the same period leaves little doubt as to the increased efficiency with which that stock is operated. The following figures show the number of goods wagons at work in India at the close of each of the last five years and the additions made in each year :—

	No.	Addition.	Per centage increase.
1902	99,348		
1903	103,641	4,293	or 4·3
1904	108,509	4,868	,, 4·7
1905	111,370	2,861	,, 2·6
1906	115,686	4,316	,, 3·9

The total increase in the period of four years is therefore 16·4 per cent (to be compared with an increase of 40 per cent in ton-mileage) and the number of ton-miles per wagon has increased from 72,347·1 to 86,891·5 or by 20·1 per cent.

BANK RATES AND EXCHANGE

The **bank rates** in India were extraordinarily high and variable in the year under review, as may be seen from the following statement :—

Bank of Bengal		Bank of Bombay		Exchange (monthly) in Calcutta
				d.
March 22nd	7 per cent	March 22nd	7 per cent	16·031
		29th	6 ,,	
April 5th	6 ,,	April 26th	7 ,,	16
12th	5 ,,			
May 3rd	6 ,,	May 24th	6 ,,	16·094
17th	7 ,,			
24th	6 ,,			
June 7th	5 ,,	June 21st	5 ,,	16·01
28th	4 ,,			
July 19th	3 ,,	July 12th	4 ,,	16
		19th	3 ,,	
August 9th	4 ,,	August 9th	4 ,,	16·047
23rd	5 ,,			
September 13th	6 ,,	September 12th	5 ,,	16·181
20th	7 ,,			
October 11th	6 ,,			
November 15th	7 ,,	November 15th	6 ,,	16·06
29th	8 ,,	22nd	7 ,,	16·101
		29th	8 ,,	
December 6th	9 ,,	December 13th	9 ,,	16·231
Average	5·98 ,,	Average	5·89 ,,	16·075

A rate of 9 per cent had not been known in India since July 1898.

PRICES

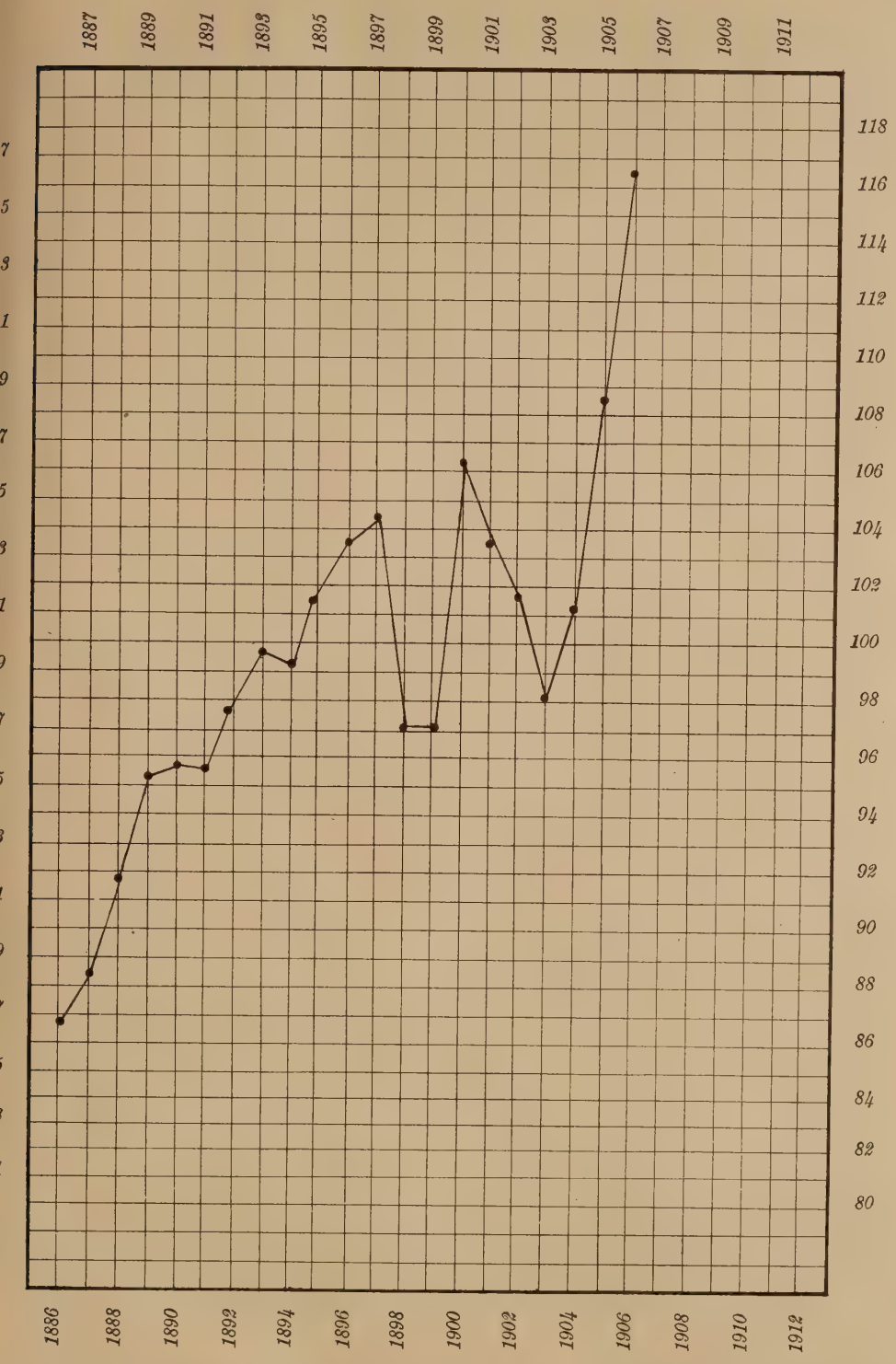
Prices—Appended is a chart illustrating graphically the **index numbers** covering a period of 46 years from 1861 to 1906. They represent the simple averages of the variations in Indian Rupee prices, as far as available, of 39 staple commodities imported into, exported from, and consumed in India. These variations are obtained by expressing the price of each article in each year as a percentage of the price for the year 1895, which is represented by 100, and combined in the manner explained at foot of the chart.

Variations in Indian Rupee Prices expressed in Index Numbers. The prices for the year 1895 (when the closing of the Indian Mints to the free coinage of silver became effective), has been taken as 100 and those for each group of five years have been averaged on the system described in the footnote.

FOOTNOTE.—All figures relating to agriculture and commerce in India are subject to violent fluctuations from year to year, according as the rainfall is good or bad; and the period to which these tables relate includes several years of great scarcity. From a curve that reproduces very violent fluctuations, it is most difficult to derive any sense of the general tendency to be disclosed. For this reason it is desirable that index figures relating to Indian trade and agriculture should be taken on the average of each group of five years. The ordinary method is to set down the average for the five years as the figure for the mesial year of the group. Each such average contains only one-fifth or say 20% of the year for which it is set down, and four-fifth or 80% of the other years; and these latter are therefore dominant in its constitution. In this way it sometimes happens that the presence of say a famine year in a five years group results in the ordinary averaged curves shewing a fall where in the actuals there was a rise. The general character of the curve is thus lost; and for these reasons the index numbers and averages in the following tables are taken on a special system adapted to Indian conditions. The actuals for the five years are added together with a further five times the actual for the mesial year. There are thus ten parts present, of which six are supplied by the mesial year; and one-tenth of this total is an average containing 60% actual. In this way the true character of the curve from year to year is retained while a nicely smoothed curve is obtained.

No. 52 E., Commercial Intelligence Branch.—June 07.—1,425.

Variations in Indian Rupee Prices expressed in Index Numbers. The prices for the year 1895 (when the closing of the Indian Mints to the free coinage of silver became effective), has been taken as 100 and those for each group of five years have been averaged on the system described in the footnote.



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Hello . S I. O., Calcutta.

FREIGHTS

Freights in India were generally lower during 1906 than they had been in the two preceding years. The weakness was contributed to by the cessation of certain abnormal demands in the Far East, although the repatriation of the Russian troops in the early part of the year afforded employment to about 75 steamers. The trade movement in the Far East which was expected to spring up after the war has hung fire, and Japanese shipping has monopolised the business to a great extent. There was a contraction in India's exports of certain kinds of produce, and it is not impossible that the comparatively profitable nature of the long-voyage carriage of case-oil from America instead of Russia tended to slackness in homeward rates. The following statement gives minimum quotations for typical rates of freight from the principal Indian ports to London in March of each of the last five years. The Calcutta ship ton is one of 50 cubic feet, while that recognised at Bombay and Karachi is of 40 cubic feet.

	1903			1904			1905			1906			1907		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Calcutta, Rice . .	0	15	0	0	17	6	1	0	0	0	15	0	0	17	6
Wheat . .	0	15	0	0	17	6	1	0	0	0	15	0	0	17	6
Jute . .	0	17	6	1	0	0	1	2	6	0	17	6	1	0	0
Linseed . .	0	17	6	1	0	0	1	2	6	0	17	6	1	0	0
Tea . .	1	11	3	1	11	3	1	16	3	1	13	9	1	15	0
Bombay, Wheat and seeds	0	15	6	0	16	0	0	15	0	0	13	6	0	14	6
Cotton (to Liverpool) . .	0	15	6	0	16	6	0	15	6	0	14	6	0	15	0
Karachi, Wheat . .	0	15	0	0	16	0	0	15	6	0	14	0	0	13	0

FREDERICK NOËL-PATON,

June 25, 1907 *Director-General of Commercial Intelligence*

G. I. C. P. O.—No. 276 D. G. C I.—10-7-07.—1,420.

EAST INDIA (TRADE).

REVIEW

OF THE

TRADE OF INDIA

IN

1907-08.

Presented to both Houses of Parliament by Command of His Majesty.

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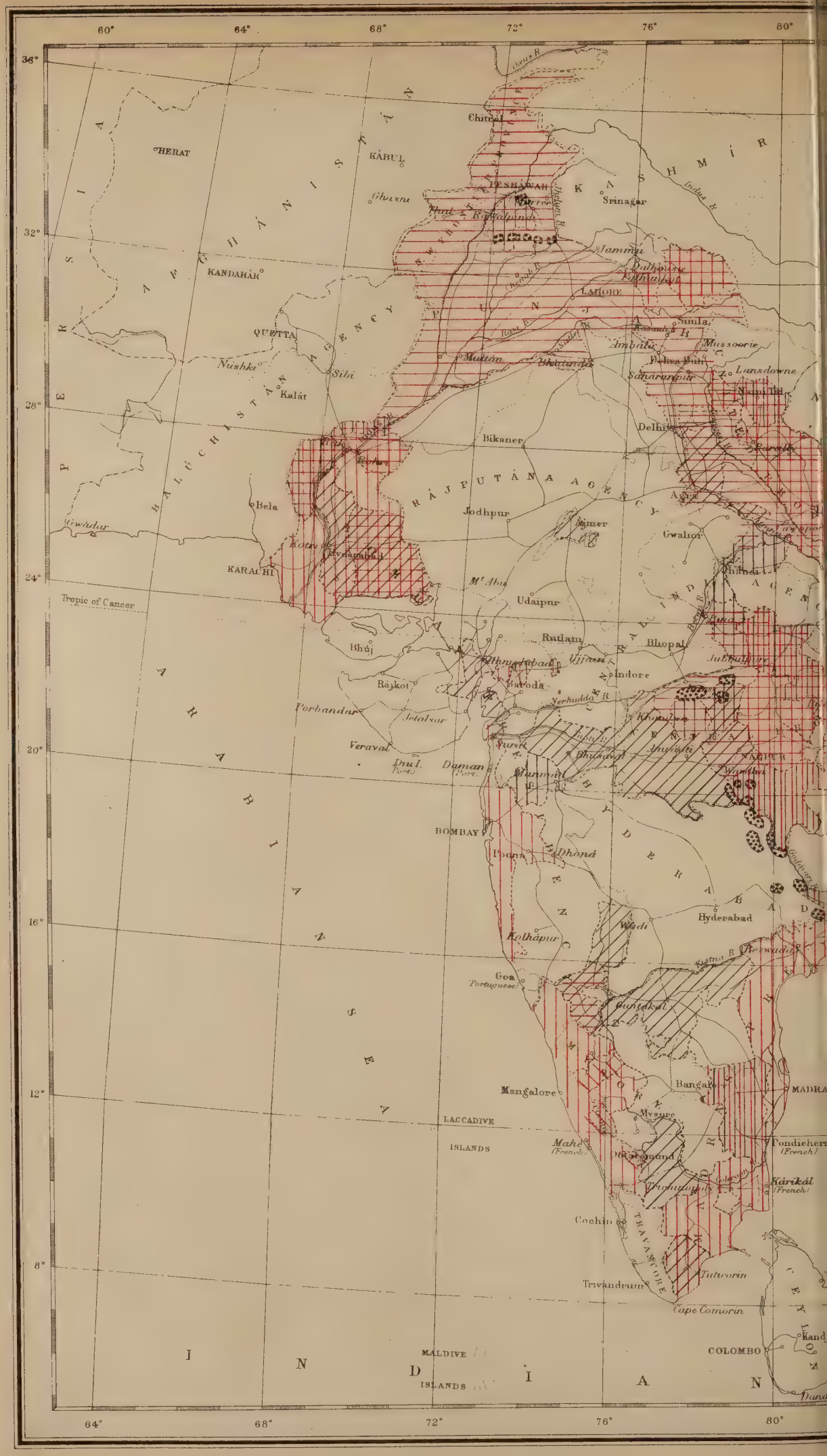
60°
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80°
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HERAT
KÁBUL
KANDAHÁR
QUETTA
Nushki
Sibi
Kalát
Bela
Hiwhdur
KARACHI
Tropic of Cancer
Chitral
PESHAWAR
Srinagar
K A S H M I R
Jammu
LAHORE
Multán
Bhatinda
Simla
Mussoorie
Lansdowne
Delhi
Bikaner
Jodhpur
Ajmer
Gwalior
Jhansi
Udaipur
Rutlam
Bhopal
Indore
Baroda
Rájkot
Porbandar
Jotalsar
Veraval
Diul
Daman
BOMBAY
Poona
Dhond
Kolhápur
Wadi
Hyderabad
Goa
Portuguese
Mangalore
Bangalore
Mysore
LACCADIVE
ISLANDS
Mahé
French
Pondicherry
French
Kárikál
French
Cochin
Travancore
Tuticorin
Travandrum
Cape Comorin
COLOMBO
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C E N T R A L I N D I A A G E N C Y
H Y D E R A B A D
Indus R.
Jhelum R.
Chenab R.
Ravi R.
Sutlej R.
Jumna R.
Nerbudda R.
Tapti R.
Godavari R.
Kistna R.
Pennar R.
Palar R.
Cauvery R.

Engraved at the Survey of India Office

REVIEW

OF THE

TRADE OF INDIA

For the official year ending March 31, 1908

India being a country where, in spite of the extension of irrigation, agriculture continues to be largely dependent upon the rains and the people in turn dependent on agriculture, a report on her annual trade would be incomplete if it contained no reference to the past season and its crops. In this particular instance it is the more necessary because, judged by the total figures of seaborne trade and of the import trade in particular, it might be assumed that the year under review was one of unparalleled commercial activity—a view which, however true of the first six months, would be absolutely opposed to the facts as regards the latter half of the year. The spring (rabi) harvest of 1907 had been generally indifferent, particularly in Northern India, and when the failure of the south-west monsoon occurred famine conditions declared themselves over a large area. The United Provinces in particular and the contiguous Native States, where the rainfall was less than half the normal, suffered severely, and the eastern districts of the Panjab, the northern half of the Central Provinces and parts of Bengal, Bombay, and Madras were affected in a lesser degree, the distress extending over 133,000 square miles, bearing a population of 49 millions.

The expenditure on famine relief and loss of Imperial revenue was budgetted at 461 lakhs (£3,073,000) in 1907-08 and 524 lakhs (£3,493,000) in 1908-09, but large as these figures are, they afford only a partial gauge of the intensity of the famine and its effect on trade, for the rains were either excessive or in defect all over the country, and there was not a single staple crop harvested during the statistical year the outturn of which was not seriously curtailed. The effect in some cases of this shortage does not appear in the year under review, the wheat crop, for example, which provided the bulk of the foreign shipments in 1907-08, being the exportable surplus of the 1906-07 harvest, and this also applies to cotton and oil-seeds; but jute and rice come into commercial consideration within the statistical year in which they are reaped. Agricultural prospects were to some extent improved by good rain in December and January which saved part of the spring harvest of wheat and oil-seeds in Northern India, but the fall was generally too late to remedy the restricted extent of the original sowings.

It was more than unfortunate that the unfavourable character of the season should have declared itself just when the United States of America was passing through a great financial crisis, for not only did this close a profitable outlet for Indian exports, particularly in gunnies and hides, but also caused a drain on the world's reserve of gold which completely upset the tael and dollar exchange in

the Far East and temporarily destroyed the stability of the trade with China. The market weakness incidentally revealed that India like America was suffering, though not to the same extent, from the effects of overtrading which had tempted many petty merchants and small capitalists to increase the volume of their business beyond prudential bounds. The bank rate rose and continued high up to the close of the year; exchange, in sympathy with the premium on gold elsewhere, fell below the parity of *1s 4d*, and though imports continued to pour in, they were met by no corresponding internal demand, and stocks, particularly of piece-goods, began to accumulate rapidly, in spite of falling prices. The commercial situation when the statistical year closed was therefore in some respects unsatisfactory, but external elements of weakness having almost entirely disappeared, a return to healthy market conditions seemed to depend chiefly upon the sufficiency of the present monsoon, and it is satisfactory to be able to record here that everything points at present to its being abundant. If these hopes materialize, it will be found that the expansion of India's commerce has suffered only a temporary set-back. No better indication of its progressive growth and hopes for the future is to be found than in the elaborate programmes of expenditure either contemplated or in course of execution to increase trade facilities at all the principal ports.

There are several other features of the year's trade which deserve mention, as they are for the most part imperfectly disclosed in the statistics. The rise in the price of all the principal food grains, and particularly of rice, continues and is not entirely attributable to seasonal adversity, though no complete solution of this interesting economic problem has yet been propounded. The great increase in the number of prospecting licenses issued during the year, particularly in the Central Provinces, indicates that the mineral wealth of the country is being more systematically exploited, and, in this connection, the fact that the great iron and steel industry at Sini, of which such sanguine hopes have been expressed, is being financed almost entirely with Indian capital is of peculiar interest.

Though industrial progress outside established grooves seems as yet to reveal more promise than performance, the advance during the year is none the less considerable, but several ventures too ambitiously or too hastily conceived have proved commercial failures.

It is in Bombay and not in Bengal that the true "swadeshi" movement has achieved the most concrete results.

The **map of India** prefixed to this Review is intended to illustrate the principal sources of specific products. The areas of production of the staple crops of British India, namely, rice, wheat, oil-seeds, sugarcane, tea, coffee, cotton, and jute, are indicated by hatchings—horizontal, vertical, and diagonal from right to left—in two colours, black and red, and the location of the principal coal-fields is marked with black dots. For want of data no information is given as regards Native States, and the districts in which the area under the selected crop is less than 10 per cent of the total cropped area have been left blank. The chief railway systems are indicated by thin black lines.

GENERAL SUMMARY OF TRADE

In the following statement the **value of the trade of India** for the year ending March 31, 1908, is compared with the value of the trade in each of the preceding two years. The values are stated in rupees with equivalents in

IMPORTS.

INDIA'S PRINCIPAL SUPPLIERS.

1882-83
TOTAL VALUE, £ 40,627,470

1907-08
TOTAL VALUE, £ 86,570,892

PRINCIPAL ARTICLES OF TRADE.

1882-83
TOTAL VALUE, £ 40,627,470

1907-08
TOTAL VALUE, £ 86,570,892

VALUES GIVEN IN MILLIONS (£ STERLING).

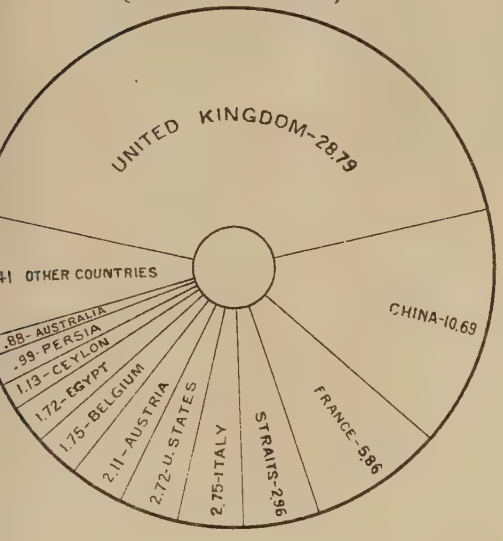
Reg. No. 2005 E., 08.—D. G., Commercial, Intelligence.—July 08.—1,450.

EXPORTS.

INDIA'S PRINCIPAL CUSTOMERS

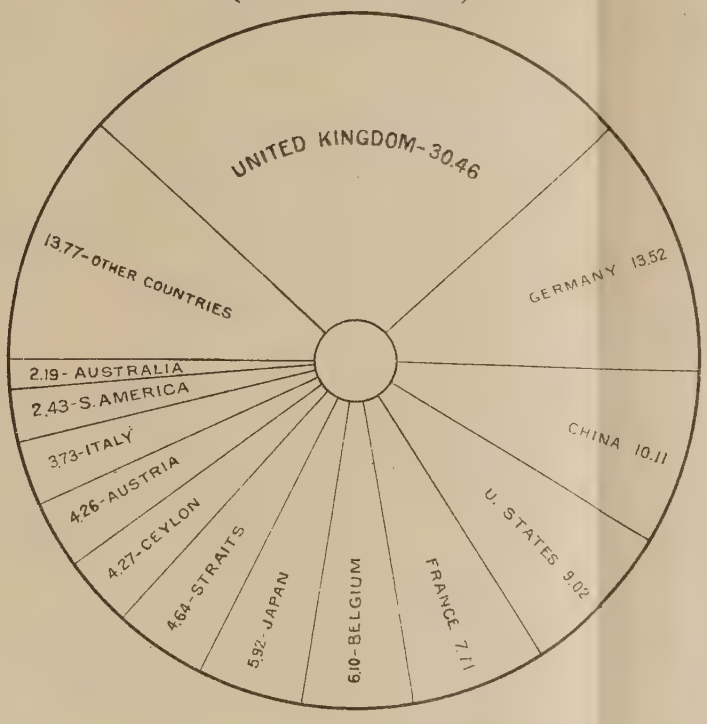
1882-83

TOTAL VALUE, £ 67,763,202
(INCLUDING RE-EXPORTS)



1907-08

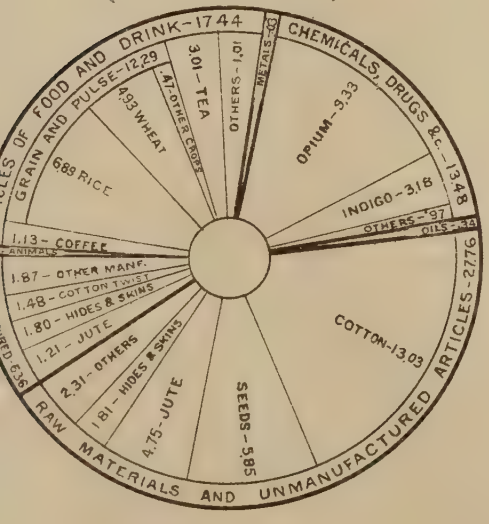
TOTAL VALUE, £ 1,18,125,102
(INCLUDING RE-EXPORTS)



PRINCIPAL ARTICLES OF TRADE.

1882-83

TOTAL VALUE, £ 65,486,001
(EXCLUDING RE-EXPORTS)



1907-08

TOTAL VALUE, £ 1,15,614,156
(EXCLUDING RE-EXPORTS)

VALUES GIVEN IN MILLIONS (£ STERLING).

pounds sterling and exclude Government transactions in both merchandise and treasure.

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Imports—						
Merchandise	1,03,08,40,705=	68,722,714	1,08,30,75,818=	72,205,055	1,29,85,63,374=	86,570,892
Gold . .	14,74,29,715	9,828,648	18,47,07,817	12,313,854	20,73,46,032	13,823,069
Silver . .	6,17,83,175	4,118,878	8,73,02,041	5,820,136	12,08,58,260	8,057,217
Total, imports .	1,24,00,53,595	82,670,240	1,35,50,85,676	90,339,045	1,62,67,67,666	108,451,178
Exports—						
Indian merchandise . .	1,58,18,92,231	105,459,482	1,73,08,20,132	115,388,009	1,73,42,12,335	115,614,156
Foreign merchandise re-exported .	3,52,88,100	2,352,540	3,48,40,390	2,322,693	3,76,64,189	2,510,946
Gold . .	5,29,09,830	3,527,322	3,67,73,424	2,451,561	3,38,49,127	2,256,608
Silver . .	1,15,87,739	772,516	2,03,56,652	1,357,110	2,06,13,154	1,374,210
Total, exports .	1,68,16,77,900	112,111,860	1,82,27,90,598	121,519,373	1,82,63,38,805	121,755,920

The **grand total of imports and exports** combined was, therefore, ₹345·31 crores (230·2 millions sterling) as against ₹317·79 crores (211·86 millions sterling) in 1906-07, the increase being one of ₹27·52 crores (18·34 millions sterling) or 8·7 per cent. This includes some ₹3·77 crores (2·51 millions sterling) of foreign merchandise re-exported, but excludes some ₹2·7 crores (1·8 millions sterling) of material imported by Government for State Railways.

Two **Circular Charts** have been inserted to illustrate graphically the importance of staple articles and each group of articles under imports and exports, and to exhibit the progress made in the past twenty-five years in the volume of trade in these articles and groups. The year 1882-83 was a normal year so far as the foreign trade of India was concerned. The values have been reduced to pounds sterling at the rate of 19·5 *d* per rupee in 1882-83, and of 16*d* per rupee in 1907-08.

IMPORTS

Imports contributed 98·7 per cent of the grand total increase in trade with a total value of ₹162·68 crores (108·4 millions sterling) as against ₹135·51 crores (90·3 millions sterling) in the previous year, the advance in this case being one of ₹27·17 crores (18·1 millions sterling) or 20 per cent.

Imports of merchandise increased from ₹108·3 crores (£72·2 millions) to ₹129·86 crores (86·57 millions sterling). The largest class of imports is that of **Articles Manufactured and Partly Manufactured,** in which the total has this year advanced to ₹69·89 crores (46·59 millions sterling). The increase of ₹10·68 crores (7·12 millions sterling), representing about 18 per cent of the previous year's figures, was chiefly contributed by **cotton manufactures** (₹712·5 lakhs=£4,750,000), **woollens** (₹71·55 lakhs=£477,000), **apparel** (₹47·06 lakhs=£314,000), and **silk manufactures** (₹30·98 lakhs=£206,000).

Metals and manufactures thereof shewed a net increase of 750·1 lakhs (£5,000,700) or 33 per cent over the figures of 1906-07. Of this sum ₹315·14 lakhs (£2,101,000) was contributed by **Metals,** which had a value of ₹1,319·14 lakhs (£8,794,000). **Railway materials** increased by ₹304·24 lakhs (£2,028,000) to ₹720·08 lakhs (£4,800,500), and **Machinery** by ₹79·52 lakhs (£530,000) to ₹658·53 lakhs (£4,390,000). **Hardware and Cutlery** also contributed an increase of 51·20 lakhs (£341,000).

Under **Articles of Food and Drink** there was an increase of R141·89 lakhs (£946,000) or 9 per cent. The imports of **Sugar and Salt** advanced by R48·89 lakhs (£326,000) and R13·44 lakhs (£89,600) to R922·70 lakhs (£6,151,000) and R80·21 lakhs (£534,700) respectively. **Provisions** rose from R242·33 lakhs (£1,616,000) to R274 lakhs (£1,827,000) and **wheat** from R11·39 lakhs (£75,900) to R16·63 lakhs (£110,900), shewing an increase of R31·67 lakhs (£211,000) and R5·24 lakhs (£35,000) respectively.

Raw materials, etc., advanced by R60·57 lakhs (£403,800) to R500·39 lakhs (£3,336,000), due mainly to a rise of R41·35 lakhs (£275,700) under **Silk** and 10·78 lakhs (£71,900) under **coal and coke.**

The imports of **Oils** advanced from R2·77 crores (1·85 millions sterling) to R3·66 crores (2·44 millions sterling), **Mineral Oils** with a value of R3·15 crores (2·1 millions sterling) accounting for R72·76 lakhs (£485,000) of the difference.

Chemicals, Drugs, Medicines, etc., advanced by R48 lakhs (£320,000) to R358·85 lakhs (£2,392,000), of which **cigarettes** accounted for an increase of R15·22 lakhs (£101,500), **alizarine and aniline** dyes of R9·72 lakhs (£64,800), and **camphor** of R4 lakhs (£27,000).

The transactions in **Treasure** were of extraordinary dimensions as in the previous year, though **Imports of Treasure** fell from R44·58 crores (29·72 millions sterling) to R42·28 crores (28·19 millions sterling), the difference being R2·30 crores (1·53 millions sterling) or 5·2 per cent. There was a decrease of R7·91 crores (5·27 millions sterling) or 45·5 per cent in imports on Government account, but larger imports on private account which rose from R27·2 crores (18·13 millions sterling) to R32·82 crores (21·88 millions sterling), equal to 20·6 per cent of the previous year's figures.

The descriptions of **gold and silver** imported were **in lakhs of rupees** and **thousands of pounds sterling**:—

	Gold		Silver	
	R	£	R	£
Bullion . . .	10,73·89	=7,159	17,45·29	=11,635
Sovereigns . .	9,66·87	6,446	...	...
Government of India rupees . .	...	...	1,20·84	806
Other coins . .	34·50	230	2,87·06	1,914

EXPORTS

Exports represented 52·9 per cent of this grand total, and amounted to R182·63 crores (121·75 millions sterling) as against R182·28 crores (121·52 millions sterling) in the previous year. The increase was, therefore, one of R35 lakhs (£233,000), representing an advance of ·2 per cent on the figures for 1906-07.

The **exports of Indian merchandise** rose from R173·08 crores (£115·4 millions) to R173·42 crores (115·61 millions sterling), the increment being R34 lakhs (£227,000) or ·2 per cent.

The only notable decrease is that of R5·3 crores (3·53 millions sterling) in Class VI.—**Raw Materials and Unmanufactured Articles,** which represents about 44 per cent of the total exports of Indian merchandise. The total value in this class was R76·23 crores (50·82 millions sterling) or 6·5 per cent less than

in the previous year. In 1906-07 **Jute** exports had for the first time exceeded **cotton** in value under equal conditions, but in the year under review, the values of raw jute fell to R17·97 crores (11·98 millions sterling), while those of cotton rose to R25·70 crores (17·13 millions sterling), as against R26·84 crores (17·89 millions sterling) and R21·98 crores (14·65 millions sterling), respectively, in the previous year. The decrease in Jute amounted to 33 per cent on the figures for 1906-07, while the increase in Cotton represents an advance of nearly 17 per cent. **Seeds** (almost entirely oil-seeds) amounted to R16·81 crores (11·21 millions sterling), which represents 9·7 per cent of the exports of Indian merchandise, and marked an advance of R3·79 crores (2·53 millions sterling) or 29 per cent on the figures for 1906-07. These figures of export exceed even those of 1904-05, the previous record year. **Raw hides** which had a value of R6·41 crores (4·27 millions sterling) and showed the largest single advance in 1906-07 declined by R2·09 crores (1·39 millions sterling) or 32·6 per cent to R4·32 crores (2·88 millions sterling). **Raw skins** also declined by R1·75 crores (1·17 millions sterling) to R2·73 crores (1·82 millions sterling).

Articles of Food and Drink showed an increase of R4·44 crores (2·96 millions sterling), the total value being about R44·67 crores (29·78 millions sterling), as against R40·24 crores (26·83 millions sterling) in the previous year. Noticeable increases in this class occurred under the head of **Tea**, 44 lakhs (£293,000), **Rice**, R181 lakhs (£1,206,040), and **Coffee**, 12 lakhs (£80,000), while **Wheat and Wheat-flour**, which had declined to R7·84 crores (5·23 millions sterling) in 1906-07, rose to R9·14 crores (6·09 millions sterling), or by 17 per cent.

The total value of **Exports of Indian Articles Manufactured and Partly Manufactured** rose by R1·44 crores (·96 million sterling) or 3·8 per cent and amounted to R39·8 crores (26·2 millions sterling). Under this class **Jute goods** again took the first place as in the preceding two years with a total value of R18·3 crores (12·2 millions sterling) as against R15·72 crores (10·48 millions sterling) in 1906-07, equivalent to an advance 16·4 per cent. **Cotton manufactures** declined from R12·17 crores (8·11 millions sterling) to R10·77 crores (7·18 millions sterling), the fall amounting to R1·40 crores (·93 million sterling) or 11·5 per cent, chiefly under the head of **Yarns** which fell by R1·42 crores (·95 million sterling) to R8·97 crores (5·98 millions sterling). **Piece-goods** fell slightly by R1·62 lakhs (£10,790) to R1·64 crores (1·09 million sterling), but **Other Cotton Manufactures** rose by R3·8 lakhs (£25,000) to R15·61 lakhs (£104,000). The exports of **Lac** continue to increase, and in the past two years grew by nearly R77·5 lakhs (£516,700) or 25 per cent to a total of R3·88 crores (2·59 millions sterling). The exports of **Hides and Skins, raw and tanned,** dropped from R15·34 crores (10·23 millions sterling) to R10·95 crores (7·3 millions sterling), the fall being one of R4·39 crores (2·93 millions sterling) or more than 28·6 per cent.

Chemicals, Drugs, etc., have declined by R51·95 lakhs (£346,000) or 4·5 per cent from R11·56 crores (7·71 millions sterling) to R11·04 crores (7·36 millions sterling).

The increase in the exports of **Metals and Manufactures thereof** from R97·55 lakhs (£650,000) to R1·11 crores (£740,000) is more than accounted for by an advance of R15 lakhs (£100,000) in the total value of **Manganese Ore** R85·89 lakhs (£573,000).

In exports of **Oils** there has been a marked rise of R15·96 lakhs (£106,000),

R10·35 lakhs (£69,000) of which was in mineral oils and R5·61 lakhs (£37,000) in vegetable oils. The total value amounted to R85·82 lakhs (£572,000) as against R69·86 lakhs (£466,000) in 1906-07, R81·68 lakhs (£545,000) in 1905-06, and R1 crore (£667,000) in 1904-05.

Exports of Treasure amounted to R544·62 lakhs (£3,630,800), of which gold was worth R338·49 lakhs (£2,256,600) and silver R206·13 lakhs (£1,374,200). Gold produced in Indian mines was exported to the United Kingdom to the value of R314·02 lakhs (£2,093,300) against R323·37 lakhs (£2,155,800) in 1906-07. This is sent in the form of bars to London for assay and represents about 90 per cent of the exports of this metal from India. The export of silver coins, mostly Government rupees and British dollars, amounted to R199·67 lakhs (£1,331,100) mainly directed to the Straits, Ceylon, Arabia, Mauritius, and East Africa.

RE-EXPORTS

In the **Re-exports of Foreign Merchandise** there has been also a rise of R28·24 lakhs (£188,000), or slightly over 8 per cent, bringing the total value to R3·77 crores (£2·51 millions) as against R3·48 crores (£2·32 millions) in 1906-07. The largest single item in this class is as usual **Cotton Manufactures** (including **Twist and Yarn**) with a total of R1·48 crore (£987,000), being more by R17 lakhs (£113,000) than in 1906-07, by R7·44 lakhs (£49,600) than in 1905-06, and R14·04 lakhs (£93,600) in 1904-05. In **Metals and Hardware** there was a fall of R7·83 lakhs (£52,000), bringing the total value to R34·27 lakhs (£228,000). **Raw Wool** has risen by R3·18 lakhs (£21,000) to R32·77 lakhs (£218,000), **Apparel** by R2·36 lakhs (£16,000) to R19 lakhs (£126,000), and other articles by R20·66 lakhs (£138,000) to R1·11 crore (£740,000). In **Oils, Provisions, Sugar** there were declines of R·87 lakh (£5,800), R1·42 lakhs (£9,500), and R4·54 lakhs (£30,000), respectively.

IMPORTS OF MERCHANDISE

There was an astonishing increase in the total value of imports of merchandise, the figures for 1907-08 being 129·86 crores (£86,571,000) or 21·55 crores (£14,366,000) in advance of 1906-07, equal to an advance of approximately 20 per cent.

The following statement compares the value of the imports in 1907-08 with the annual value of imports in the preceding four years and with the average annual value of each of the four preceding quinquennial periods :—

	R	£	Variation, taking 1882-83 as 100
1882-83	50,00,30,405	40,627,470	100
Average 1883-84 to 1887-88	55,74,22,027	42,324,612	111
„ 1888-89 to 1892-93	66,27,15,651	45,783,701	132
„ 1893-94 to 1897-98	70,90,02,563	42,038,119	142
„ 1898-99 to 1902-03	75,13,53,955	50,090,264	150
1903-04	84,82,32,930	56,548,862	169
1904-05	96,67,82,884	64,452,192	193
1905-06	103,08,40,705	68,722,714	206
1906-07	108,30,75,818	72,205,055	216
1907-08	129,85,63,374	86,570,892	259
Average 1903-04 to 1907-08	104,54,99,143	69,699,943	209

The **principal articles of import** into India and their values during the last two years are shown in the following statement :—

	1906-07		1907-08	
	₹	£	₹	£
1. Cotton manufactures—				
Grey piece goods	*18,70,74,000*	*=12,471,600*	*19,41,88,000*	*=12,945,900*
White „	*7,37 95,000*	*4,919,700*	*11,82,51,000*	*7,883,400*
Coloured „	*9,55,74,000*	*6,371,600*	*10,79,98,000*	*7,199,900*
Yarn	*3,22,32,000*	*2,148,800*	*3,69,32,000*	*2,462,100*
Other sorts	*2,05,00,000*	*1,366,600*	*2,30,56,000*	*1,537,000*
TOTAL	40,91,75,000	27,278,300	48,04,25,000	32,028,300
2. Iron and steel	7,56,82,000	5,045,400	9,75,16,000	6,501,000
3. Sugar	8,73,81,000	5,825,400	9,22,70,000	6,151,300
4. Railway material	4,15,84,000	2,772,200	7,20,08,000	4,800,500
5. Machinery and millwork	5,79,00,000	3,860,000	6,58,53,000	4,390,200
6. Hardware and cutlery	2,65,35,000	1,769,000	3,16,54,000	2,110,300
7. Mineral oil	2,42,69,000	1,617,900	3,15,45,000	2,103,000
8. Woollen manufactures	2,05,22,000	1,368,100	2,76,76,000	1,845,100
9. Provisions	2,42,33,000	1,615,500	2,74,00,000	1,826,600
10 Apparel	2,11,23,000	1,408,200	2,58,30,000	1,722,000
11. Silk manufactures	1,82,50,000	1,216,600	2,13,49,000	1,423,200
12. Copper	1,39,3[illegible],000	928,700	2,06,34,000	1,375,600
13. Spices	1,43,93,000	959,500	1,56,17,000	1,041,100
14. Glass and glassware	1,21,14,000	807,600	1,44,52,000	963,400
15. Instruments and apparatus	1,19,87,000	799,100	1,36,33,000	908,800
16. Carriages and carts	92,46,000	616,400	1,18,00,000	786,600
17. Spirits	98,69,000	657,900	1,10,44,000	736,200
18. Paper and pasteboard	80,11,000	534,000	99,24,000	661,600
19. Silk, raw	56,80,000	378,600	98,15,000	654,300
20. Drugs and medicines	78,06,000	520,400	90,92,000	606,100
21. Aniline and alizarine dyes	74,93,000	499,500	84,65,000	564,300
22. Tobacco	69,33,000	462,200	84,36,000	562,400
23. Timber	79,28,000	528,500	80,25,000	535,000
24. Salt	66,77,000	445,100	80,21,000	534,700
25. Chemicals	68,76,000	458,400	79,28,000	528,500
26. Matches	63,13,000	420,800	73,77,000	491,800
27. Cotton	45,89,000	305,900	70,95,000	473,000
28. Precious stones and pearls	93,38,000	622,500	69,57,000	463,800
29. Paints and colours and painters' materials	56,75,000	378,300	62,37,000	415,800
30. Beer	60,27,000	401,800	61,11,000	407,400
31. Coal	48,60,000	324,000	59,35,000	395,600
32. Stationery (excluding paper)	40,40,000	269,300	44,38,000	295,800
33. Horses	44,89,000	299,300	38,33,000	255,500

The most interesting features of the above list, which generally shews advance everywhere, are the high percentage of increases under **Silk, raw,** and **Railway material** (73 per cent each), **Iron and steel** (29 per cent), and **cotton manufactures,** particularly white and coloured piece goods, (17 per cent).

The value of each of the seven classes in which the articles are grouped in the trade accounts was **in thousands of rupees and of pounds sterling:—**

	1903-04		1904-05		1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£	₹	£	₹	£
I Animals living (mostly horses)	53,63 =	357	59,28 =	395	49,41 =	329	46,56 =	310	44,10 =	294
II Articles of food and drink	11,69,47	7,796	13,08,65	8,724	14,58,61	9,724	15,71,53	10,477	17,13,42	11,423
III Metals and manufactures of metals	16,31,13	10,874	17,13,50	11,423	17,85,67	11,905	22,64,19	15,095	30,14,30	20,095
IV Chemicals, drugs, medicines, narcotics and dyes	2,75,08	1,834	2,80,41	1,869	2,97,27	1,982	3,10,86	2,072	3,58,85	2,392
V Oils	3,60,41	2,403	3,49,31	2,329	2,44,46	1,630	2,76,78	1,845	3,65,61	2,438
VI Raw materials and unmanufactured articles	3,88,92	2,593	4,22,41	2,816	4,86,13	3,241	4,39 82	2,932	5,00,40	3,336
VII Articles manufactured and partly manufactured	46,03,68	30,691	55,34,27	36,895	59,86,85	39,912	59,21,02	39,474	69,88,95	46,593

I.—ANIMALS, LIVING

This head is comparatively insignificant, consisting chiefly of horses imported for remount purposes, hacks, carriage horses, polo ponies, and a few high priced thoroughbreds.

The trade in horses, imported mostly from Australia and the Persian Gulf, has steadily declined in recent years—from ₹55·48 lakhs (£369,800) in 1904-05 to ₹38·33 lakhs (£255,500) in the year of report. This, it is feared, cannot be ascribed to more successful horse-breeding in India but to the increasing popularity of the motor car. Average value in 1907-08 was ₹460 (£31) per head as against ₹453 (£30) in the previous year.

The trade in other animals is inconsiderable, the only noticeable item being the import from South America last year of 1,500 mules valued at 3 lakhs of rupees (£20,000).

II.—ARTICLES OF FOOD AND DRINK

The values in rupees and pounds sterling during the last three years of the principal articles in this group have been :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Sugar	7,77,45,199 = 5,183,013		8,73,81,114 = 5,825,407		9,22,70,442 = 6,151,363	
Provisions	2,38,56,186	1,590,412	2,42,33,411	1,615,561	2,74.00,093	1,826,673
Liquors	2,01,78,125	1,345,208	1,85,67,661	1,237,844	2.00,49,118	1,336,608
Spices	1,10,05,884	733,725	1,43,92,903	959.527	1,56,16,955	1,041,130
Salt	65.71,870	438,125	66,77,390	445,159	80,21,186	534,746
Tea	18,34,928	122,328	16,14,880	107,658	22,73,457	151,564

Fruits and vegetables—The total value of the trade is ₹15 lakhs (£100,000) against ₹9 lakhs (£60,000) in 1906-07, shewing an increase of 66 per cent. Of this increase cocoanut kernel or copra, chiefly imported from Ceylon and the Seychelles, accounts for ₹1·65 lakhs (£11,000) and 'Other sorts' ₹4·15 lakhs (£27,600), which includes fresh fruits and vegetables.

The oversea import of fresh fruit is comparatively small, and confined to mangosteens and pine apples from the Straits and apples from South Australia, but until cold storage on a large scale is established at the larger ports the trade is unfortunately not capable of any great expansion.

Liquors are distinguished in the accounts under the sub-heads, malt liquors, spirits, and wines. In all three classes there was an increase in total values, and except in the case of malt liquors, in quantity imported also. The following statement summarises the trade of the last two years :—

	1906-07			1907-08		
	Gals	₹	£	Gals	₹	£
Malt-liquors	4,926,513	60,58,336 =	403,889	4,889,171	61,38,973 =	409,265
Spirits	1,488,361	98,69,497	657,966	1,660,292	1,10,44,021	736,268
Wines	329,342	26,39,828	175,988	347,077	28,66,124	191,075

In **Beer** the decline is one of 0·7 per cent in quantity, but there is an increase of 1·4 per cent in value, and an increase in specific value of 2·4 per cent. The United Kingdom did 91·4 per cent of the beer trade in 1907-08, while Germany contributed about 7·7 per cent and other foreign countries about 0·9 per cent. The total receipts were 4,879,908 gallons as compared with 4,916,294 gallons in 1906-07, and to these should be added the figures of production in Indian breweries amounting to 5,610,121 gallons in 1907 as compared with 5,599,930 gallons in the previous year, in order to arrive at an approximate estimate of the consumption of beer in India.

The factor of indigenous production is even more prominent in respect of **spirits**. The following statement shows the totals in **gallons** of all spirits including liqueurs and methylated and perfumed spirits imported from the several principal countries, and the quantity issued from distilleries in India during the last three years :—

	1905-06	1906-07	1907-08
From United Kingdom . . .	827,511	766,686	815,860
„ France	280,702	256,472	306,473
„ Germany	197,912	193,575	210,112
„ Other countries . . .	315,367	271,628	327,847
TOTAL .	1,621,492	1,488,361	1,660,292
Issued from Indian distilleries .	9,288,013	8,258,233	9,052,738

The imports were restricted in 1906-07 owing to enhanced rates of duty under the Indian Tariff (Amendment) Act, I of 1906.

The potable spirit imported from "other countries" is chiefly Colombo arrack, rum from the Straits and Java, and gin from Holland.

The quantities of the principal descriptions of potable spirits imported were (in gallons) :—

	1905-06	1906-07	1907-08
Whisky	649,395	592,514	635,834
Brandy	406,123	333,957	399,603
Gin	79,088	68,575	77,139
Rum	75,725	65,579	71,433
Other sorts	175,119	143,125	147,496
TOTAL .	1,385,450	1,203,750	1,331,505

The decline in the imports of **wines**, which but for interruption in 1905-06 had been going on for some years, was temporarily checked in the year under review, a quantitative increase of 5·4 per cent being accompanied by a rise of 8·6 per cent in total value to R28·6 lakhs (£191,000). The difference in percentage marks a rise of 3 per cent in the average value per gallon, which is now R8-4-1½ (11*s* 1·3*d*) against R8-0-0¼ (10*s* 8¼*d*) in the previous year.

Provisions—This term as applied to foreign merchandise covers a number of heads, and several of these are of a very comprehensive character, though of relatively small amount. **Dried fruits**, for instance, represent a value of R84·9 lakhs (£566,000) and consist mainly of **almonds and dates,** but the term covers many other fruits imported in smaller quantities. **Dates**, the largest single item under Provisions, represent a total value of nearly R50·5 lakhs (£336,000) with a quantity of 49,952 cwts, representing an advance of 4·4 per cent in value and of 4·3 per cent in quantity. The specific value of the article remained the same as last year, *i.e.*, R5·94 or 7·92 shillings per cwt. The trade in **salted fish** rose in quantity to 240,043 cwts, and increased in value to R27·18 lakhs (£181,200).

The import of foreign **biscuits** increased from ₹22·78 lakhs (£151,900) in 1906-07 to ₹25·02 lakhs (£166,800) in 1907-08, and continues to compete with 'swadeshi' biscuit factories in meeting the demand, which is of comparatively recent growth, but enlarging year by year, for this class of article. **Canned and bottled provisions** increased by 9·5 per cent from ₹24·96 lakhs (£166,400) to ₹27 33 lakhs (£182,200), and **Farinaceous foods** from ₹26·36 lakhs (£175,800) to ₹30·36 lakhs (£202,400) or by 15 per cent.

The comprehensive category of **"Other sorts"** of provisions increased to ₹33·3 lakhs (£222,000), which marks an increase of ₹1·04 lakh (£6,900) or 3·2 per cent, while the value of the whole class increased from ₹242·33 lakhs (£1,615,500) to ₹274 lakhs (£1,826,600).

Salt—The successive reductions of salt duty in India have resulted in a steady growth in consumption (save for a temporary set-back in 1905-06) as is illustrated by the table below:—

	Duty		Consumption	Increase (+) or decrease(—) per cent
	British India excluding Burma	Burma		
	₹	₹	Tons	
1902-03	2-8 and 2	1	1,346,830	+3·05
1903-04	2	1	1,381,344	+2·56
1904-05	2 and 1-8	1	1,437,499	+4·07
1905-06	1-8	1	1,417,961	—1·36
1906-07	1-8 and 1	1	1,488,747	+4·99
1907-08 (estimated)*	1	1	1,629,411*	+9·45

In 1907-08 the imports of salt increased in quantity by 19·4 per cent and in value by 20·1 per cent, the figures being 558,684 tons and ₹80·21 lakhs (£535,000) as compared with 467,949 tons and ₹66·77 lakhs (£445,100) in 1906-07, and 464,531 tons and ₹65·72 lakhs (£438,100) in 1905-06. This seems to point to the abandonment of the boycott which had been maintained with some success for the preceding two years. The price of Liverpool salt *ex*-ware-house in Calcutta was ₹63 per 100 maunds (8,229 lbs) in April 1907, rose to ₹80 in May, gradually receded to ₹50 in August, and remained at that figure at the close of the financial year.

The following table shows the quantities of salt imported from each foreign country during the last three years:—

	1905-06 Tons	1906-07 Tons	1907-08 Tons
From United Kingdom	201,530	220,917	197,327
„ Germany	48,162	63,900	68,443
„ Spain	27,686	60,068	85,966
„ Turkey, Asiatic	...	5,600	9,936
„ Aden	95,677	59,718	79,290
„ Arabia	72,239	35,158	81,450
„ Persia	1,666	1,879	...
„ Egypt	17,561	20,692	36,234
„ Other countries	10	17	38
TOTAL	464,531	467,949	558,684

There was a considerable decline (23,590 tons or 10·7 per cent) in the imports of Liverpool salt to be set off against larger imports from Spain. Germany also improved its position, but the most remarkable increase is in the figures for Aden and Arabia, which together were 69·4 per cent larger than in 1906-07, and but slightly below the figures for 1905-06. There was also a larger import from Egypt, now a manufacturing country and not merely an entrepôt, where the Government monopoly has recently been abolished.

Spices—The quantity of spices imported into India in 1907-08 shewed an insignificant increase from 128,156,418 lbs to 128,863,048 lbs, but there was an increase in value from ₹144 lakhs (£960,000) to ₹156 lakhs (£1,040,000), representing a rise in specific value of 8 per cent. **Betelnuts** did not occupy so prominent a share of these imports as in the previous year, there being a decline in quantity from 53,452 tons to 50,687 tons and in value from 115·35 lakhs (£769,000) to 106·13 lakhs (£707,500). The Straits Settlements contributed 87 per cent of the total, and of the receiving ports Calcutta took 61 and Madras nearly 23 per cent. There was a large increase in the imports of Zanzibar **cloves** amounting to 54 per cent in quantity from 1,829 tons to 2,814 tons and 59·8 per cent in value from ₹15·29 lakhs (£101,900) to ₹24·44 lakhs (£162,900), with a rise of 4 per cent in specific value despite an exceptional crop in the two islands.

Other spices which have shown marked increases are **pepper** and **ginger**. The former has risen from 1,061,826 lbs, valued at ₹4·20 lakhs (£28,000), to 3,785,973 lbs, valued at ₹10·34 lakhs (£68,900), the increased percentages being 256·6 and 146 respectively. The specific value has, therefore, declined by 31·1 per cent. **Ginger** increased from 1,026,344 lbs, valued at ₹1·70 lakhs (£11,361), to 2,052,786 lbs, valued at ₹3·77 lakhs (£25,100), both the quantity and value having more than doubled those of the previous year.

Sugar—The world's sugar trade during the twelve months under review was, on the whole, uneventful, and distinguished by the absence of any great fluctuations of prices. There were, however, several disquieting features which deserve record. The year opened with a limited demand for sugar in the United Kingdom owing to the conviction of refiners that the import duties upon the article would be abolished or reduced, but prices began to improve when the appearance of the Budget negatived these fears, and it became evident that the world's consumption was going to exceed expectations and the but slightly increased sowings of beet on the Continent were not sufficient to provide for all the requirements of the campaign. At the end of April the price for first products beet 88 per cent analysis f. o. b. Hamburg had stiffened to 9*s* 5*d*, and in May the rate had further advanced to 10*s*. 2¼*d* owing to unfavourable season reports from all the beet growing countries of the Continent except Austria and the prospects of shortage of supplies for refineries in the United States of America and this market stability was maintained until the end of September.

In October-November a spell of weather favourable to the Continental beet crop brought prices down again to 9*s* 2¼*d*, but from this point there was a partial recovery as it became clearer that the beet production of the Continent would be some 200,000 tons less than that of the previous campaign, and the year 1907 closed with beet at 9*s* 11½*d* per cwt. The new tariff opportunely attracted to Canada large quantities of sugar which the markets of the United Kingdom and the United States were unable to absorb owing to the financial crisis. Meanwhile it had been agreed by the parties to the Brussels Convention that His Majesty's Government should be exempted with effect from September 1st, 1908, from the obligation to enforce the penal clauses against the imports of bounty-fed sugar, a request which had at one time created apprehensions that the Convention would not be renewed, while the adhesion of Russia was secured on terms which are generally regarded as satisfactory, her exports between September 1st, 1907. and September 1st, 1909, being limited by protocol to 300,000 tons, and to 200,000 tons thereafter, subject to a maximum of 1,000,000 tons during the currency of the Act of 1902 and Additional Act of 1907.

The prospects of the Cuban cane crop dominated the market in the early months of the calendar year, and as the effects of the autumn drought there became apparent, estimates of the total production had to be seriously curtailed, and with renewed reports of increased beet requirements in America, a marked advance in prices occurred in March, and the closing price for 88 per cent prompt beet f. o. b. Hamburg was 11*s* 4*d* as compared with 9*s* 3*d* twelve months earlier.

Mr. F. O. Licht's estimates of the supply of beet and cane for the current campaign (ending August 31, 1908), which includes the stocks carried over from the previous year, are 6,575,090 tons and 5,227,500 tons respectively, but the latter figures do not include the total production of India, but only her exportable surplus which is given as 15,000 tons only. The total production of potential sugar in India—from cane and palm—has been estimated at 5,000,000 tons, but it is doubtful whether this represents on a liberal estimate more than 1,000,000 tons commercially available. Recent experience has confirmed Mr. Nöel Paton's estimate that the outturn of raw sugar per acre under cane in India does not exceed 1·25 tons, as compared with 2 tons in Cuba, 3·44 tons in Java, and 4·02 tons in Hawaii. It is remarkable that in a cane-growing country like India the price of imported beet should continue to dominate the market, even when the imports of cane sugar continue to advance at its expense and represent in the year under review no less than 92·1 per cent of the total. As a producer, it would seem that India is losing rather than gaining ground. She is far behind all other cane-growing countries in acreage outturn, and unless this is improved the erection of more factories for the scientific crushing of cane to supersede the wasteful and primitive methods of manufacture from *gur* will not be sufficient to prevent increased competition on the part of imported sugar, and particularly of cane sugar, from the adjacent markets of Java and Mauritius. This is clearly illustrated in the table below, which shews the arrivals of cane and beet sugar in each of the last five years, though it must be remembered that the countries of shipment are not in all cases identical with the country of production and refinery :—

	1903-04 Cwts	1904-05 Cwts	1905-06 Cwts	1906-07 Cwts	1907-08 Cwts
Cane—					
Mauritius	2,616,655	1,823,675	2,013,012	2,310,023	2,600,099
China	348,898	285,027	130,628	51,279	61,921
Java	1,335,548	2,091,508	1,686,003	3,304,366	6,507,754
Straits	229,993	211,040	150,875	40,745	37,896
United Kingdom	585,412	70,896	106,360	109,775	16,532
Other countries	368,872	351,163	176,051	110,660	26,639
TOTAL	5,485,378	4,833,309	4,262,929	5,926,848	9,250,841
Beet—					
Austria Hungary	299,259	1,441,240	2,340,717	1,617,160	695,172
Germany	7,205	176,488	712,440	2,001,316	78,507
United Kingdom	51,865	50,452	177,682	67,267	9,360
Other Countries	194,408	48,308	202,423	118,091	11,021
TOTAL	552,737	1,716,488	3,433,262	3,803,834	794,060
Total sugar, excluding molasses and confectionery	6,038,115	6,549,797	7,696,191	9,730,682	10,044,901
Value ₹	5,77,23,413	6,71,08,487	7,50,02,109	8,18,28,277	8,79,19,287
Value £	3,848,227	4 473,899	5,000,141	5,455,218	5,861,286

The **imports of sugar of both kinds** together expanded by 314,200 cwts in quantity and ₹60·91 lakhs (£406,000) in value. This represents an increase

of 3·2 per cent in quantity and 7·4 per cent in value with a net increase of 4 per cent in specific value.

In **cane sugar** the increase was one of 3,323,993 cwts or 56·1 per cent in quantity and R317·48 lakhs (£2,116,500) or 65·3 per cent in value, but the specific value increased by 6 per cent only.

In **beet sugar** the decrease amounted to 3,009,774 cwts or 79·1 per cent in quantity and R256·57 lakhs (£1,710,500) or 77·3 per cent in total value, the rise in specific value being 8·6 per cent.

The imports from Java of refined sugar were more than double the record quantity received in 1906-07, and from this source came 62·7 per cent of the entire arrivals, much of which would have in the ordinary course been earmarked for consumption in the United States of America. Mauritius accounted for 27·4 per cent, as compared with 24·6 per cent in the previous year. The shipments from the Straits consisted almost entirely of accumulations of China sugar.

The fall in the imports of beet was to a large extent accounted for by the shortage of crops in Germany and Austria-Hungary, particularly the former, whose share declined from 21·7 to ·82 per cent of the total. Austria-Hungary imported nearly a million cwts less than in 1906-07, and her share fell from 17·53 to 7·2 per cent.

The Indian sugar crop which came into commercial consideration during the statistical year was that harvested in 1907-08, and it may be of interest to compare the estimated acreage and production with that of the previous five years according to the annual forecasts. The area increased, but owing to failure of rain, all but the irrigated crops suffered severely, and the outturn which, it should be remembered, represents *gur* (molasses) and not refined sugar was 14 per cent lower than in 1906-07.

	Acres	Cwts
1902-03	2,207,829	38,135,680
1903-04	2,114,592	37,439,720
1904-05	2,244,800	43,380,000
1905-06	2,111,000	34,510,000
1906-07	2,351,800	44,106,000
1907-08	2,620,700	41,038,000

The prices of beet and Java sugar at Bombay, Karachi, and Calcutta at the beginning of April and November 1907, January and April 1908, were as follows :—

		Bombay per cwt			Karachi per cwt			Calcutta per cwt		
		R	a.	p.	R	a.	p.	R	a.	p.
Beet	April 1907	9	9	0	9	2	0	9	0	3
	November ,,	10	0	0	9	11	0	9	3	0
	January 1908	9	12	0	9	10	0	...		
	April ,,	11	1	0	10	8	0	10	14	3
Java	April 1907	9	14	0	...			8	14	11
	November ,,	10	0	0	9	5	6	8	15	7
	January 1908	9	11	6	9	8	6	9	5	9
	April ,,	11	0	0	10	8	0	10	12	2

The monthly arrivals in India in the last twelve months of cane and beet (quantities and values) and the average values were as follows :

		Cane					Beet				
		Quantity	Value		Average value		Quantity	Value		Average value	
		Cwts	R	£	R	s	Cwts	R	£	R	s
April	1907	470,505	38,89,862	259,324	8·3	11·1	85,365	6,80,284	45,352	8·0	10·6
May	,,	449,955	39,83,995	265,600	8·9	11·8	77,761	7,22,780	48,185	9·3	12·4
June	,,	376,624	33,06,418	220,428	8·8	11·7	45,558	4,43,850	29,923	9·8	13·1
July	,,	832,777	72,38,563	482,571	8·7	11·6	119,503	11,78,347	78,557	9·8	13·1
August	,,	819,818	70,35,948	469,063	8·6	11·4	84,019	8,02,725	53,515	9·5	12·7
September	,,	912,856	80,01,909	533,460	8·3	11·7	19,990	1,84,508	12,301	9·2	12·3
October	,,	1,354,577	1,18,00,154	786,677	8·7	11·6	18,465	1,89,298	12,620	10·3	13·7
November	,,	984,464	83,59,301	557,287	8·5	11·3	27,610	2,75,657	18,377	10·0	13·3
December	,,	910,120	77,86,587	519,106	8·6	11·4	52,149	4,88,672	32,578	9·4	12·5
January	1908	925,562	81,25,721	541,715	8·8	11·7	89,834	8,59,832	57,322	9·6	12·8
February	,,	530,198	46,67,986	311,199	8·8	11·7	68,372	6,53,124	43 542	9·5	12 7
March	,,	682,985	62,00,394	413 359	9·1	12·1	105,434	10,38,372	69,225	9.8	13·1
TOTAL		9,250,841	8,03,96,838	5,359,789	8·7	11·6	794,060	75,22,449	501,497	9·5	12·7

a.—The imports of foreign tea, which includes tea from Ceylon, increased in quantity by 45·8 per cent to 3,910,714 lbs and in value by 40·8 per cent to ₹22·73 lakhs (£151,500). The imports from the United Kingdom increased from 18,752 to 66,394 lbs.

The average value of the imported tea declined by about 3 per cent to annas 9 pies 4 (9⅓*d*) per lb. which is yet a higher price than the general quality of the imports would seem to warrant. In teas from Ceylon the advance of price from 6 annas (6*d*) to 7½ annas (7½*d*) per lb is noticeable, but for China teas, the average rate fell by nearly 8·4 per cent to annas 12 (1*s*) per lb. The imports from Ceylon increased by 608,831 lbs or about 75 per cent to 1,421,700 lbs, while black tea from China increased by 165·8 per cent to 404,368 lbs, and green tea by 22·4 per cent to 1,116,800 lbs. Estimates of re-exportation must be taken with some reserve, for it is known that, more especially on the land routes, foreign tea and Indian tea are not always accurately distinguished. Subject to this reservation it is estimated that 991,305 lbs were re-exported by sea and 461,104 lbs by land, making a total of 1,452,409 lbs, of which 89 per cent was black tea. This represents 22·6 per cent of the imports by sea and land. On the average of the last five years it would appear that as much as 4,526,000 lbs of foreign tea are yearly retained for consumption in India.

III.—METALS AND MANUFACTURES OF METALS

The imports of **Hardware and Cutlery** represent 10·5 per cent of the total imports of metals and manufactures of metals. From the following statement it will appear that they have increased in value by ₹51·19 lakhs (£341,300) or 19·3 per cent in the last year :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Cutlery	14,05,128 =	93,675	14,08,040 =	93,869	18,29,627 =	121,975
Agricultural implements	8,29,758	55,317	10,55,914	70,394	13,27,478	88,498
Other implements and tools	13,24,443	88,296	16,56,825	110,455	19,53,151	130,210
Enamelled ironware	13,23,689	88,246	18,78,959	125,264	24,48,803	163,254
Sewing machines	10,86,095	72,406	11,79,722	78,648	11,43,342	76,223
Unspecified hardware	1,66,88,216	1,112,548	1,93,55,598	1,290,373	2,29,52,162	1,530,144
TOTAL	2,26,57,329	1,510,488	2,65,35,058	1,769,003	3,16,54,563	2,110,304

Enamelled ironware maintains the premier place among the specific classes with an increase of 30·3 per cent over the figures of the previous year, and its expansion has peculiar interest as marking the extent to which the high prices of copper and brass have led the common people to replace their distinctive domestic utensils with this class of imports. Of this trade Germany is credited with 60·7 per cent as against 68 per cent in 1906-07, and Austria with 29·7 per cent.

The value of imports of **cutlery** increased by ₹4·21 lakhs (£28,100) or by about 30 per cent, and of **Agricultural implements** by ₹2·71 lakhs (£18,100) or by 25·7 per cent, but the latter is a market capable of almost indefinite expansion. The value of **unspecified hardware** increased by ₹35·96 lakhs (£239,700) or by 18·6 per cent, and this head covers **Lampware** which stood at ₹26·88 lakhs (£179,200), an increase of ₹3·3 lakhs (£22,000) or of 14 per cent. The expansion in this item points to eventual substitution of mineral for vegetable illuminants by the common people.

In the **hardware** and **cutlery** trade the share of the United Kingdom, taken as a whole, declined from 65·9 per cent to 62·8 per cent, though it showed an increase in value of ₹23·97 lakhs (£159,800). The share of Germany increased by ₹15·83 lakhs (£105,500) or by 37·3 per cent, and now represents 18·4 per

cent of the total. Greater accuracy has been attained in classification of goods as to country of origin, but it is possible that she ought to have been credited with some of the shipments from Belgium. The two countries conjointly increased their total by some R17·62 lakhs (£117,500) and now hold 23·8 per cent of the trade as against 21·8 per cent in the previous year. Austria-Hungary representing 5·1 per cent of the whole increased by R3·76 lakhs (£25,000) or 29·8 per cent, but Russia's share as for the last three years has been practically negligible.

The imports of **Metals** represent 10·2 per cent of the total value of imported merchandise. In 1907-08 the quantity increased from 547,629 tons to 648,062 tons, and the total value rose from R1,004 lakhs (£6,690,000) to R1,319 lakhs (£8,793,000). The quantitative increase amounts to 18·3 per cent and the increase in total value and in specific value to 31·4 and 11 per cent respectively. That such an advance should be accompanied by an increased demand in so large and composite an item of trade is perhaps one of the most striking indications which the year's statistics provide of India's economic development.

Brass is in increasing demand, and the total imports in 1907-08 amounted to 21,733 cwts valued at R12·96 lakhs (£86,400), against 11,138 cwts valued at R7·56 lakhs (£50,400) in the previous year. The increase in quantity was as much as 95·1 per cent, while the specific value declined by 12 per cent in sympathy no doubt with the fall in copper values during the year.

Copper—Not since 1887-88, when the Société des Metaux had temporarily cornered the world market, was the price of copper so high as at the beginning of the year under review, and this was chiefly due to the manipulation of powerful operators in America who succeeded by increasing the output of the mines and offering diminishing quantities for sale to create the impression that consumption was outstripping production. When the accumulation of an enormous unsold stock was disclosed at a time of great monetary stringency, the effect upon prices was sensational, and the year, which had opened with Chili bars at £106-10 per ton, closed with a quotation of £60-15.

The Indian demand for the metal is comparatively small, in fact annually less than $\frac{1}{70}$th of the world's estimated production. The advance recorded in the imports of the year under review should be attributed to the extending use of electricity in India rather than to any intensification of the demand for the metal for domestic utensils which is peculiarly sensitive to the effects of seasonal adversity.

Wrought copper represents 82 per cent of the whole copper imports. It increased in quantity by 31·1 per cent and in value by 31·6 per cent, the rise in specific value being only 0·2 per cent. The actual receipts amounted to 258,897 cwts and R170·06 lakhs (£1,133,700) as compared with 197,416 cwts and R129·24 lakhs (£861,600) in the previous year. The imports of **unwrought copper** came to 55,759 cwts and R35,41,784 (£236,119)—an increase of 324 per cent in quantity and 279 per cent in value, the average value being R63·52 (£4-4-8$\frac{1}{2}$) against R70·97 (£4-14-7$\frac{1}{2}$) in 1906-07. The bulk of the shipments was received in the latter part of the year when the collapse of prices attracted Indian buyers, and the imports from April 1908 onwards have continued on an unprecedentedly large scale.

India's potentialities as a producer of copper are yet to be seen. Prospecting operations are in progress in Singbhum (Bengal), and diamond drilling has proved the persistence of the copper lodes to depths over 1,000 feet, but it is still

doubtful if their richness and thickness are sufficient throughout to warrant the capital outlay necessary for systematic mining.

Iron and Steel—Up to the time of the crisis in October, activity in the iron and steel industries of the world had been remarkably well maintained. The three countries which control the output and distribution of these metals are the United States, Germany, and Great Britain, and for reasons which it is unnecessary to detail, the **price of Cleveland warrants** has for upwards of thirty years been recognised as the barometer of the trade. The rates per ton of Cleveland pig iron No. 3 during the twelve months under review are therefore worth examining and given below :—

		£	s	d			£	s	d
April	1907	2	14	6½	October	1907	2	15	10½
May	,,	3	0	0	November	,,	2	12	6
June	,,	3	1	6	December	,,	2	9	9
July	,,	2	17	6	January	1908	2	8	9
August	,,	2	17	6	February	,,	2	8	0
September	,,	2	15	3	March	,,	2	10	9

The early part of the year was marked by a sustained American and Continental demand, but the fall in values which began in July gave some premonition of prospective weakness, and though the depletion of stocks continued long after the crash, this was only in consequence of prior contracts entered into, for there were general indications of restricted future demand in all the great industries which require these metals—particularly in shipbuilding.

America endeavoured to meet the situation by greatly reducing her output, but the German Steel Syndicate declined to admit the existence of any serious depression, and her proportionate share of the world's production of pig iron in 1907-08 is therefore much higher than before.

The following statement gives the total values of the **Imports of iron and steel** into India distinctly and conjointly in each of the last five years :—

	Iron		Steel		Total	
	R	£	R	£	R	£
1903-04	3,38,07,892	=2,253,859	2,62,10,257	=1,747,350	6,00,18,149	=4,001,209
1904-05	3,78,51,121	2,523,408	2,34,03,379	1,560,225	6,12,54,500	4,083,633
1905-06	3,40,76,911	2,271,794	3,23,62,181	2,157,479	6,64,39,092	4,429,273
1906-07	4,31,83,326	2,878,889	3,24,98,703	2,166,580	7,56,82,029	5,045,468
1907-08	4,96,68,718	3,311,248	4,78,47,141	3,189,809	9,75,15,859	6,501,057

The imports of iron increased by R64·85 lakhs (£432,300) or by over 15 per cent, and of steel by R153·48 lakhs (£ 1,023,200) or by 46·9 per cent. The share of iron has been 50·9 per cent, and that of steel 49·1 per cent, of the total trade.

The Indian market was generally steady and demand well maintained to the very close of the year, though the easier prices prevailing in Europe are said to have encouraged latterly some speculative buying. The price of iron bars (Swedish rolled) in Calcutta in April 1907 was R8-8-0 (11*s* 4*d*) per cwt, and the usual trade depression of the monsoon months was extended until December when the rate rose from R7-12-0 to 8-6-0 (10*s* 4*d* to 11*s* 2*d*) and in January to R9-8-0 (12*s* 8*d*), but there was some weakening in March, and the closing price for the year was R9 (12*s*).

From the statement below it will be seen that the arrivals from the United Kingdom increased by 13,017 tons or 3·9 per cent and now represent 56·3 per cent of the total quantity imported, as compared with 63·8 per cent in 1906-07. Her share in the total value was 63·2 per cent or R617·08 lakhs (£4,113,900) as against 70·5 per cent or 534·24 lakhs (£3,561,600) in 1906-07. In iron she

decreased her shipments by 1,236 tons or about 0·6 per cent, but in steel she increased her shipments by 14,253 tons or 11·5 per cent, while Germany and Belgium increased largely in both—in iron by 15,810 tons and in steel by 37,430 tons.

	Total			United Kingdom			Germany and Belgium		
	Iron tons	Steel tons	Total tons	Iron tons	Steel tons	Total tons	Iron tons	Steel tons	Total tons
Bars	38,884	99,146	138,030	8,269	11,851	20,120	29,251	86,808	116,059
Sheets and plates	3,658	77,584	81,242	478	49,963	50,441	3,174	27,417	30,591
" " galvanised	93,813	...	93,813	91,707	...	91,707	1,738	...	1,738
" " tinned	17,343	...	17,343	17,294	...	17,294	...	...	...
Hoop	3,611	20,239	23,850	2,222	14,555	16,777	1,386	1,983	3,369
Angle, bolt, and rod	4,277	...	4,277	731	...	731	2,888	...	2,888
Angle, channel, and spring	...	24,257	24,257	...	14,201	14,201	...	10,057	10,057
Beams, pillars, girders, and bridgework	8,517	52,671	61,188	8,091	27,951	36,042	404	24,717	25,121
Pipes and tubes	28,470	...	28,470	25,316	...	25,316	1,197	...	1,197
Nails, screws, rivets, and waters	15,543	...	15,543	3,233	...	3,233	8,597	...	8,597
Other sorts	61,429	67,437	128,866	52,233	19,224	71,457	7,103	20,560	27,663
Total for 1907-08	275,545	341,334	616,879	209,574	137,745	347,319	55,738	171,542	227,280
Total for 1906-07	261,095	262,631	523,726	210,810	123,492	334,302	39,928	134,112	174,040

The **galvanised sheets and plates** shipped from Great Britain decreased by 1,574 tons. In this class the continent of Europe scarcely competes, but in **plain sheets and plates** Germany and Belgium increased by 7,961 tons, and the United Kingdom by 1,648 tons. The imports of **tinned plates** increased by 42·8 per cent in quantity and by 47·6 per cent in value which stood at R41·58 lakhs (£277,200), the specific value rising by 3·4 per cent. In **beams, pillars, girders, and bridgework** the imports from the United Kingdom increased by 4,565 tons and in respect of **angle, channel, and spring** her shipments were larger than those of Germany and Belgium by 4,144 tons. Imports of **pipes and tubes** declined by 14·8 per cent in quantity, but increased by 6·2 per cent in value. The total imports of pipes and tubes were R54·37 lakhs (£362,500), of which the United Kingdom contributed R46·25 lakhs (£308,300), Belgium R2·34 lakhs (£15,600), and the United States R5·35 lakhs (£35,600).

The receipts (values only) of iron and steel in the six maritime provinces have been as follows :—

	1906-07				1907-08			
	Iron		Steel		Iron		Steel	
	R	£	R	£	R	£	R	£
Bengal	2,15,62,212	1,437,481	1,57,47,950	1,049,863	2,62,60,312	1,750,687	1,86,95,449	1,246,363
Bombay	92,54,465	616,964	1,04,97,649	699,843	92,14,118	614,275	1,33,48,825	889,922
Madras	40,13,620	267,575	11,79,383	78,625	55,70,809	371,387	19,01,305	126,754
Sind	9,92,784	65,185	34,87,044	232,470	12,36,598	82,440	51,18,765	341,251
Burma	65,62,170	437,478	13,68,361	91,224	66,17,641	441,176	81,71,126	544,742
E. B. and Assam	7,98,075	53,205	2,18,316	14,554	7,69,240	51,283	6,11,670	40,778
TOTAL	4,31,83,326	2,878,889	3,24,98,703	2,166,580	4,96,68,718	3,311,248	4,78,47,141	3,189,810

Bengal imported R46·98 lakhs (£313,000) under iron and R29·47 lakhs (£196,000) under steel more than in 1906-07. Bombay shows no advance under iron, but the import of steel rose by R28·51 lakhs (£190,000). Sind also imported R16·32 lakhs (£108,700) of steel more than in the previous year. The imports of steel into Burma also improved by R68·02 lakhs (£453,500). Madras imported iron worth R15·57 lakhs (£103,800) more than in 1906-07.

Lead was, like most other metals, affected by the American crisis, and the London rate for spot foreign lead, which had risen to £19-12-6 in April 1907 and £21 in October, fell to £18-10-0 in November, £14-10-0 in December, and at

the close of the official year was quoted no higher than £13·15 per ton. Indian consumption was considerably extended without quite reaching the level of 1905-06; the imports increased from 102,455 cwts and R15·8 lakhs (£105,000) to 123,077 cwts and R20·5 lakhs (£137,000). The increase is by 20·1 per cent in quantity and 29·6 per cent in value, the average price per cwt having risen from R15-7-2 (£1-0-7$\frac{1}{6}$) to R16-10-6 (£1-2-2$\frac{1}{2}$) per cwt or 7·9 per cent. The United Kingdom supplied sheets for tea chests to the value of R9·51 lakhs (£63,400) as compared with R7·8 lakhs (£52,000) in the previous year, while the imports in this class from other countries fell from R96,600 (£6,440) in 1905-07 to R84,800 (£5,650) in 1907-08, the explanation being that while the price of the British sheet rose only from R15-11-1 (£1-0-11$\frac{1}{12}$*d*) to R16-13-4 (£1-2-5$\frac{1}{3}$) per cwt, that of the foreign article rose from R12-11-5 (16*s* 11$\frac{5}{12}$*d*) to R15-12-10 (£1-1-1.) per cwt.

Tin is used in certain industries that are now exceptionally active: but the price of tin is, apart from speculation, subject to more violent fluctuations than that of copper for the total volume of production and consumption is smaller and a comparatively slight increase or decrease in either has a proportionately greater influence. In May 1907 the **price per ton in London for Straits tin** was about £191, and in July it was just short of £200, but in August a steady decline set in; and from £158 in October to £134 in December, bottom was eventually touched with £118 in January. Again there was a recovery, and in the last month of the official year the price quoted was £134. Bolivia is coming into prominence as a new source of the metal, but the limit of production seems to have been reached in Malaya whence India takes most of her supplies. Her imports rose from 20,336 cwts and R29·44 lakhs (£196,000) to 32,450 cwts and R43·54 lakhs (£290,300), the increase being 59·5 per cent in quantity and 48 per cent in value, the specific value having declined by 7·3 per cent only. The imports of **unwrought tin** from the Straits amounted to 28,819 cwts valued at R38,72,316 (£258,154), as against 17,486 cwts and R25·67 lakhs (£171,000) in 1906-07.

Machinery and millw orks—The total of the various classes of machinery imported into India in the last three years has been **(in thousands of rupees and of pounds sterling)**:—

	1905-06		1906-07		1907-08	
	R	£	R	£	R	£
Textile . . .	2,48,98	1,660	2,27,45	1,516	2,63,29	1,755
Steam-engines and parts	1,00,34	669	1,31,13	874	1,37,73	918
Electrical . . .	23,78	158	27,04	180	29,71	198
Mining . . .	7,46	50	6,21	42	7,76	52
Other sorts . .	1,12,00	747	1,87,17	1,248	2,20,04	1,467
TOTAL . .	4,92,56	3,284	5,79,00	3,860	6,58,53	4,390

The steady increase under all heads emphasises the growing industrial activities of the country. The figures for 1907-08 mark a total advance of R79·53 lakhs (£530,200) equivalent to 13·7 per cent on the figures of the previous year. Bombay continues the premier port of import, with a share of 44·7 per cent and an increase of R36·3 lakhs (£242,000), chiefly under Textile machinery. In Bengal the features of the year were increased demand for steam engines for mill work (particularly jute mills), pumping, and mining machinery, and in Madras there were marked increases under electrical and textile heads.

The values of imports into the five principal maritime provinces **(in thousands of rupees and of pounds sterling)** and the percentage of total imports during the year were as follows :—

	R		£	Per cent
Bombay . .	2,94,19	=	1,961	44·7
Bengal . .	2,65,95		1,773	40·4
Madras . .	44,23		295	6·7
Burma . .	37,39		249	5·7
Sind . .	14,99		100	2·3

Railway Material—The progressive expansion in the imports of railway material continues, and the figures have again attained the highest level on record. In the last five years they have been as follows **(in lakhs of rupees and thousands of pounds sterling)** :—

1903-04	1904-05	1905-06	1906-07	1907-08
563·70 (£3,758)	561·54 (£3,744)	673·89 (£4,493)	849·29 (£5,662)	988·74 (£6,592)

The increase in the twelve months under review is equivalent to 16·4 per cent. These figures include rolling stock and comprise imports for private lines (R720·08 lakhs=£4,800,500 against R415·84 lakhs=£2,772,200 in 1906-07) and for State Railways (R268·66 lakhs=£1,791,100 against R433·45 lakhs=£2,889,600 in 1906-07). Detailed comparisons with the totals of previous years are vitiated by the transfer of railway administrations from time to time from one to another class. It may be noted that during the twelve months 985·16 miles of railway were opened, while 2,457·16 miles were under construction or sanctioned on the 31st March 1908. On the same date the total length of line open in India was 30,286·65 miles.

Chemicals—The year was on the whole one of continued high values in the chemical trade, and the total value of the imports into **India** in 1907-08 was R79·3 lakhs (£528,600) as against R68·7 lakhs (£458,400) in 1906-07. **Bleaching materials** rose to R3·56 lakhs (£23,700) as compared with R3·39 lakhs (£22,600) in 1906-07, and **Disinfectants** to R3·97 lakhs (£26,500) as against R2·75 lakhs (£18,300) in the previous year. **Caustic Soda** advanced from R7·03 lakhs (£46,900) to R8·94 lakhs (£59,600) to meet the growing demands of match and soap factories. **Bicarbonate of Soda** also improved from R4·28 lakhs (£28,500) to R5·15 lakhs (£34,300), while **Soda, other sorts**, chiefly for washing clothes on account of its greater cheapness than Fuller's earth (*Sajimâti*), showed a remarkable increase from R1·18 lakh (£7,900) to R6·53 lakhs (£43,500), of which Bengal took R5·49 lakhs (£36,600). The comprehensive heading **Other Sorts** this year represents 37·5 per cent of the total in place of 43 per cent in 1906-07.

Drugs and Medicines.—The year under review opened with comparatively high prices in the drug trade generally, but there was a marked fall in values in the last six months. The total value of the imports of **Drugs and Medicines** into India advanced by 16·4 per cent, that is to say, from R78·06 lakhs (£520,400), which is the largest total previously recorded in any one year, to R90·92 lakhs (£606,100).

The quantity of **camphor** imported rose from 851,049 lbs to 1,191,921 lbs or by 40 per cent, but the value rose only from R22·99 lakhs (£153,300) to R27·05 lakhs (£180,300) or 17·7 per cent, there being a decline of 16·2 per cent in specific value, due chiefly to the menace of the synthetic substitute, but in part also to increased production not only in Formosa but also in Southern China. What further headway will be made by synthetic camphor, most of which has

hitherto been absorbed by manufacturers of celluloid, to a great extent depends upon the level of prices: it can scarcely compete with the natural product if these further decline. So far as is known there have been no imports into Calcutta or Madras as yet of synthetic camphor, and though the first shipments to Bombay from Germany mysteriously came *viâ* Singapore, the market professed no difficulty in distinguishing it from the natural product.

The total value of **Quinine** imported in the year under review rose from R6·28 lakhs (£41,900) to R7·21 lakhs (£48,100) or by 14·8 per cent, while a slightly higher quantitative advance of 15·2 per cent was recorded, bringing the total to 82,079 lbs. The figures for production of quinine and quinine bark in India during the past six years have been as follows:—

	Production of bark	Sulphate of Quinine manufactured in Bengal Government factory	Sulphate of Quinine manufactured in Madras (includes manufacture from imported Java bark)
	lbs	lbs	lbs
1902-03	1,440,397	11,927	15,711
1903-04	1,052,146	12,315	16,093
1904-05	866,811	13,069	12,920
1905-06	1,300,071	15,778	16,328
1906-07	1,163,950	16,065	20,448
1907-08	988,948*	27,564	20,546

Proprietary and Patent Medicines have increased from R17·4 lakhs (£116,000) to R18·83 lakhs (£125,500). **Other sorts** have also risen from R20,83 lakhs (£138,900) to R25·85 lakhs (£172,300).

Tobacco—The decline, which was chronicled last year in the imports in foreign cigarettes, has not been maintained, though prices have further risen. The figures of quantity shew an increase from 2,912,841 lbs to 3,634,192 lbs, equal to 24·7 per cent, and total values have advanced from R45·97 lakhs (£306,500) to R61·2 lakhs (£408,000), specific value shewing a percentage increase of 6·7. Though it is estimated that the total imports of cigarettes amounted to some 1,400 millions, only the fringe of the market which is at present satisfied with the indigenous 'biri' has been touched. Cigarette factories have recently been opened at Monghyr (Bengal) and at Karachi, and considerable shipments coastwise came from the latter port and from Bombay to Calcutta. Of the total of R61·2 lakhs (£408,000), R43·37 lakhs (£289,100) came from the United Kingdom and R11·65 lakhs (£77,700) from the United States, but these figures do not correctly represent the proportion of English and American-made cigarettes imported. From Egypt R3·59 lakhs (£23,900) were received, chiefly cigarettes of good quality as is shewn by the average value R6-5-2 (8*s* 5$\frac{1}{6}$*d*) per lb, as compared with R1·14-2 (2*s* 6*d*) from the United Kingdom, R1-1-1 (1*s* 5*d*) from the United States of America, and R1-3-0 (1*s* 7*d*) from Japan and the Straits Settlements. A lb. of cigarettes represents about 400 cigarettes of low quality, or 300 of the superior grades. Imports of leaf from Sumatra and Borneo are chiefly for the coverings of "Trichinopoly" cheroots, of which only the cheapest sorts are manufactured entirely from Indian grown tobacco. Imports of Manila cigars, chiefly *viâ* Hongkong, amounted to 29,883 lbs, valued at R1,08,504 (£7,234).

Dyes—The year under review shows a further increase under imports of **aniline and alizarine** dyes, which are gradually capturing even the internal markets. The quantity rose from 11,736,744 lbs to 12,957,817 lbs—(aniline 6,651,355 lbs and alizarine 6,306,462 lbs) or 10·4 per cent and the value from R74·93 lakhs (£499,500) to R84·65 lakhs (£564,300) or approximately 13 per

* Incomplete.

cent. The average declared value per lb of aniline remained practically stationary at 12 as 5 pies (1*s* $0\frac{5}{12}d$) per lb, while that of alizarine rose from 7 as 11 pies ($7\frac{11}{12}d$) to 8 as 5 pies ($8\frac{5}{12}d$). Bombay continues the principal port of entry, her share representing nearly 74 per cent of the total.

V.—OILS

Under this head the only item of importance is **mineral oil,** a market of very considerable interest and importance. The Petroleum market all over the world is exceedingly active, and consumption seems to be advancing at a greater ratio than supply. The total value of all mineral oils imported from Foreign countries into India in 1907-08 was 315·45 lakhs (£2,103,000) as compared with 242·7 lakhs (£1,618,000) in 1906-07, a rise of 30 per cent. Of this total **kerosene** is responsible for no less than 78·7 per cent, but a view of the trade would be incomplete and one-sided which omitted from consideration and comparison the factor of indigenous production, and the table below accordingly shews the quantity and value of imports coastwise from Burma along with the foreign imports, **the unit in all cases being one thousand:**

	Quantity			Value					
	1905-06	1906-07	1907-08	1905-06		1906-07		1907-08	
	gals	gals	gals	₹	£	₹	£	₹	£
Russia . .	7,761	2,249	9,377	27,04 =	180	9,24 =	62	34,68 =	231
United States .	22,332	28,836	24,278	96,24	642	1,21,87	812	1,19,92	800
Borneo . .	5,193	1,422	7,944	13,17	88	3,56	24	21,10	141
Straits Settlements .	10,391	6,213	6,088	26,58	177	16,13	107	15,60	104
Sumatra .	5,254	10,797	2,041	15,54	103	33,87	226	7,06	47
Roumania .	...	3,512	15,699	...	...	11,45	76	49,85	332
Other Foreign Countries .	15	9	4	11	1	7	1	5	...
Total Foreign Countries .	50,946	53,038	65,431	1,78,68	1,191	1,96,19	1,308	2,48,26	1,655
Coastwise from Burma .	47,159	61,834	63,530	1,62,34	1,082	2,19,50	1,463	2,26,72	1,511

From these figures it will be seen that excluding Burma's unascertainable internal **consumption** of indigenous oil, India in the last three years absorbed some 113·9 million gallons of kerosene per annum. In 1905-06 Burma oil represented 48 per cent of the total imports, and in 1906-07 53·8 per cent, but fell again in 1907-08 to 49·2 per cent.

The imports of foreign kerosene oil have advanced by 23·3 per cent and the specific value by 2·4 per cent, while the quantity of shipments from Burma to India proper only increased by 2·7 per cent.

Russia, which in 1904-05 supplied 53 per cent of imported kerosene, furnished in 1906-07 only 4·2 per cent and in 1907-08 14·3 per cent. Her share amounts in the year under review to 9,377,000 gallons with a value of ₹34·68 lakhs (£231,200) as compared with 2,249,000 gallons with ₹9·24 lakhs (£61,600) in 1906-07, but a recovery to the conditions prevailing prior to the disturbances in Baku must necessarily be slow.

The United States has not maintained the proportion (54 per cent) of the total imports she held a year ago, and Roumania has stepped into second place with imports of 15,699,682 gallons worth ₹49,85,483 (£332,365), equivalent

to 24 per cent of the total, but this does not imply the entry of new competitive interests but is explained by the accident of shipping convenience. Sumatra has fallen back from 10,797,500 gallons to 2,040,552 gallons and Singapore, which is only an entrepôt for kerosene from the Far East, from 6,213,400 gallons to 6,088,100 gallons. Borneo on the other hand has increased its direct imports from 1,422,600 gallons to 7,943,693 gallons.

Bulk oil in 1907-08 amounted to 49,489,900 gallons or 75·6 per cent of the whole—of which Roumania contributed 31·7 per cent, America 20 per cent, Russia 17 per cent, and Borneo 16 per cent.

Imports of foreign **case oil** aggregated 15,940,800 gallons, as compared with 13,826,200 gallons in 1906-07; of this America supplied 90·4 per cent, Russia 6 per cent, and Sumatra 2·7 per cent.

The following are the **average prices** of the leading descriptions of case oil in Calcutta during the last three years:—

		1905-06	1906-07	1907-08
		₹ a. p.	₹ a. p.	₹ a. p.
American—				
Chester	per case	4 2 9	4 7 6	4 8 8
Russian—				
Ram	„	3 9 7	3 15 10	4 4 10
Burma—				
Victoria	per 2 tins	2 11 6	3 3 6	3 7 10
Gold Mohur	„	2 14 6	3 10 1	3 13 0
Borneo—				
Cobra	„	2 11 11	3 5 4	3 8 11
Sumatra—				
Silver-light	per case	4 13 8	4 14 0	5 12 0

It will be noticed that there has been a steady hardening of rates during the triennium, but, it is believed that, thanks to the competition of rival interests, India yet enjoys the benefit of prices 25 per cent lower than any other country in the East.

The imports of **Fuel oil,** chiefly from the Straits and Borneo, rose from 352,312 gallons to 1,250,115 gallons, which is still below the figures for 1905-06. Of this Bombay took 690,179 gallons, Madras 350,218 gallons, and Bengal 209,718 gallons.

In imports of **other mineral oils,** mainly for lubricating, there was a large increase of 31·6 per cent from 9,796,897 gallons in 1906-07 to 12,893,550 gallons in 1907-08, while the quantity drawn by India proper from Burma rose from 3,006,900 gallons to 4,051,400 gallons.

VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES

Coal—A cogent illustration of India's industrial expansion is to be found in her increasing absorption of coal. While indigenous production has been rapidly progressing, export has declined, and yet the imports of foreign coal are yearly larger. In 1907-08 the measure of advance is 19·9 per cent in quantity and 22·1 per cent in value: the net increases being 51,145 tons and ₹10·75 lakhs (£71,600) respectively. The average value of all coal imported rose by 1·8 per cent.

The consignments from the United Kingdom in the year under review amounted to 215,100 tons, which are slightly below the figures for 1906-07 (222,100 tons) but greatly in excess of those for 1905-06 (137,000 tons), and this increase is probably attributable to the rise in price of Indian coal at a greater ratio than Welsh coal, accentuated by the abolition of the export duty by His Majesty's Government and a fall in freights between Cardiff and Bombay which has made the import of Welsh coal increasingly profitable. The figures

which are given below are taken from the Price Current of the Bombay Chamber of Commerce—to illustrate the comparative price per ton of Cardiff and Desharghur (Indian) coal at that port from 1906 onwards, and in the last column is worked out the proportion borne by the price of Cardiff coal to that of Indian coal, the latter being taken as 100 in each year. It will be seen that this proportion has tended steadily to diminish.

	Indian						Cardiff						
	₹	a.	p.	£	s.	d.	₹	a.	p.	£	s.	d.	Proportion
1906	13	0	0	(0	17	4)	18	12	0	(1	5	0)	144
1907	15	11	0	(1	0	11)	21	11	0	(1	8	11)	138
1908	16	6	0	(1	1	10)	22	3	0	(1	9	7)	135

The imports from Natal, owing chiefly to convenience of freight, increased from 75 to 35,349 tons and from Australia from 25,863 to 50,290 tons.

The imports of coal as Government stores amounted to 1,477 tons only against 5,083 tons in 1906-07 and 6,976 tons in 1905-06.

Cotton—After a year's decline the imports of **cotton** rose to 157,529 cwts, *i.e.*, increased by 41,331 cwts or 35·6 per cent. The value increased to ₹70,95,518 (£473,035) or by ₹25,06,551 (£167,103) or 54·6 per cent. The average value rose by 14 per cent. The imports are chiefly of long staple cotton and finer counts, and about 82 per cent of the total quantity imported is American, and of this 128,297 cwts were received *vid* the United Kingdom, only 1,457 cwts being imported direct. From Persia 6,522 cwts were received as against 7,789 cwts in the previous year, and from Egypt 15,447 cwts as compared with 6,260 cwts in 1906-07.

Precious Stones and Pearls, unset—The figures as recorded in the trade accounts cannot be considered complete, as it is well known that large quantities of precious stones and of pearls in particular are imported and exported by post. Further, there are great fluctuations in recorded values. The imports of precious stones in 1907-08 were valued at ₹69·57 lakhs (£463,800), as compared with ₹93·38 lakhs (£622,500) in 1906-07, and ₹134·1 lakhs (£894,000) in 1905-06. The imports from Arabia, Bahrein Islands, and Aden, which consist chiefly of pearls, fell from ₹78·95 lakhs (£526,300) to ₹63·35 lakhs (£422,300), as was only to be expected, the market all over the world being very depressed. Of the precious stones found in India the ascertained productions of **rubies** in Burma amounted to 334,535 carats valued at ₹14·26 lakhs (£95,100), against 326,855 carats valued at ₹14·33 lakhs (£95,500) in 1906, shewing an increase of 2·3 per cent in quantity, but a fall of ·45 per cent in value and of 2·8 per cent in specific value. The manufacture of rubies by the action of radium upon corundum has not yet been advanced so far commercially as to affect the price of the natural stones, but the market like that for diamonds has been very dull since the American crisis. The value of **diamonds** obtained from the mines in Central India amounted to ₹41,772 (£2,785) only in 1907, against ₹77,400 (£5,160) in the preceding year.

Silk—An unusually large world's crop in 1907-08 scarcely sufficed to make good the deficiencies of stocks caused by the shortage of two preceding years, and until the financial depression in October reached the Continent, the demands of increasing consumption maintained prices at a satisfactory level. Then came a tremendous fall accentuated by bear speculations on the Yokohama exchange, but at the close of the year prospects were more favourable, as the accumulations of unsold silk had been considerably reduced and the financial outlook generally improved. India, however, benefited little from the fluctuations. Her imports of silk rose by 44·2 per cent in quantity from 1,422,467 lbs in 1906-07 to 2,050,839 lbs in 1907-08, and by 72·8 per cent in value from ₹56·8 lakhs

(£378,600) to R98·15 lakhs (£654,300) despite a rise in the specific value per unit of 19·8 per cent. Bombay's share amounted to R80·28 lakhs (£535,200) and that of Burma to R17·52 lakhs (£116,800). Direct imports from China increased from 1,049,567 lbs in 1906-07 to 1,733,323 lbs in 1907-08 or 65·2 per cent, and from the Straits Settlements fell from 220,118 lbs to 169,050 lbs or 23·2 per cent.

Wood—The imports by sea of unmanufactured wood (which includes timber, firewood, and ornamental wood) rose in the year under review to R82 lakhs (£546,700), the figures for 1906-07 being R80·92 lakhs (£539,400). The timber trade, if not so active as in 1905-06, when 109,421 cub. tons valued at R82·21 lakhs (£548,000) were imported, shews improvement on the figures for 1906-07, with 99,557 cub. tons and R80·25 lakhs (£535,000) against 94,721 cub. tons and R79·28 lakhs (£528,500). There was, however, a fall in the average value of 3·7 per cent. The value of **teak** imported represents 71·2 per cent of the whole. 58,095 cub. tons of teak were imported from Siam valued at R54·42 lakhs (£362,800) and from Java, the variety of which is known as *djatti*, 4,579 cub. tons valued at R3·72 lakhs (£24,800).

The trade in **timber other than teak** advanced from 33,025 cub. tons in 1906-07, valued at R18·56 lakhs (£123,700), to 36,611 cub. tons, valued at R21·84 lakhs (£145,600), representing a rise of 17·7 per cent in value and 6·2 per cent in average value. The imports from the United States shewed a recovery from 93 cub. tons valued at R2,372 (£158) to 5,817 cub. tons worth R2·81 lakhs (£18,700), but the figures are still considerably lower than those for 1905-06.

VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED

Cotton goods—The imports of cotton goods into India shew a remarkable advance on any figures previously recorded, though they have not quite kept pace with the general expansion of trade, and the proportion borne by values to those of total imports has fallen from 38 to 37 per cent. The development is significant as an embargo on foreign cloth was the keynote of the boycott movement, and coming, as it does, after a year of decline seems to foreshadow its ultimate failure. In this connection the changes in marks and nomenclature adopted by many importers in deference to the new spirit were perhaps sufficient to satisfy where they did not deceive. The Lancashire textile industry was particularly active during the statistical year, and despite the rise in the prices of raw material, the market for yarns was exceedingly active and profitable, and the export trade to India in cotton textiles was less affected by the financial crisis and high Bank rate than that to the Continent and remained until the close of the year remarkably brisk. But on this side conditions were not altogether healthy, and the debauch in trading, particularly in Calcutta, was the less justifiable as famine conditions had declared themselves in the United Provinces, one of the most important up-country markets, the prices of food grains being abnormally high and the export trade, save in rice, practically stagnant. It is not surprising that there should have been during the last few months a concurrent fall in prices and accumulation of stocks, and even if the agricultural outlook improves, the outlook for 1908-09 is distinctly unpromising.

The figures of imports of cotton yarn and of woven and other cotton goods in the last twelve months (**stated in thousands of rupees and of pounds sterling**) compared with those of the previous five years give no indication of this, more particularly when the increase in the coastwise shipments of piece goods manufactured in Bombay to other parts of India valued at R387·6 lakhs

(£2,584,000) as compared with ₹246·6 lakhs (£1,644,000) in 1906-07 is simultaneously considered.

	Yarn		Woven and other goods		Total	
	₹	£	₹	£	₹	£
1902-03	2,29,76	1,532	28,14,88	18,766	30,44,64	20,298
1903-04	2,14,21	1,428	28,86,85	19,246	31,01,06	20,674
1904-05	2,48,76	1,658	35,55,92	23,706	38,04,68	25,364
1905-06	3,42,54	2,283	39,01,77	26,012	42,44,31	28,295
1906-07	3,22,32	2,149	37,69,43	25,129	40,91,75	27,278
1907-08	3,69,32	2,462	44,34,93	29,566	48,04,25	32,028

The increase is therefore one of ₹712·5 lakhs (£4·75 millions) or 17·4 per cent.

In **Yarns** the decrease was one of 357,551 lbs or about 1 per cent in quantity, but the value increased by ₹47 lakhs (£313,000) or 14·5 per cent, the specific value having risen by about 15·7 per cent. The quantities imported in the last six years are here stated in **millions of lbs :—**

1902-03	33·68	1905-06	45·78
1903-04	28·01	1906-07	37·67
1904-05	30·58	1907-08	37·31

Yarns from the United Kingdom, which represent about 91 per cent of the whole, fell by 3·5 per cent from 35,207,000 lbs to 33,946,000 lbs, which, however, largely exceeds the imports in 1904-05. The value of twist and yarn, white, was ₹206·44 lakhs (£1,376,300) and of coloured ₹162·88 lakhs (£1,085,900). Of white (total imports being 20,828,111 lbs) 97 per cent was British, and of coloured (total imports being 16,487,626 lbs) 83·1 per cent came from the United Kingdom, 5·5 per cent from Italy, 4·2 per cent from Austria-Hungary, and 3·9 per cent from Belgium. The imports of 40 *s* mule receded in quantity from 9,675,000 lbs to 9,041,088 lbs but increased in value from ₹67·45 lakhs (£449,700) to ₹72·14 lakhs (£480,900).

It is of interest to compare the imports of coarse, medium, and fine yarns with the production of similar lines by mills in India, **the unit being 1,000 :—**

	1906-07			1906-07			1907-08		
Nos. 1 to 25—Imported	3,476	·54 per cent		2,539	·42 per cent		2,380	·41 per cent	
Indian	634,688	99·46		603,096	99·58		579,309	99·59	
	638,164	88·15		605,635	88		581,689	86·58	
Nos. 26 to 40—Imported	33,697	42·77		25,609	34·27		23,957	29·94	
Indian	45,091	57·23		49,115	65·73		56,053	70·06	
	78,788	10·89		74,724	10·86		80,010	11·91	
Above 40—Imported	5,822	83·64		6,461	81·97		7,470	73·4	
Indian	1,139	16·36		1,421	18·03		2,707	26·6	
	6,961	·96		7,882	1·14		10,177	1·51	
	723,913	100		688,241	100		671,876	100	

It will be seen that the proportions borne by the different groups to the total consumption remain remarkably constant, but the production of counts between 26*s* and 40*s* in Indian mills shows a disproportionate advance at the expense of foreign imports.

The imports of **cotton fabrics** represent 34·1 per cent of the total imports of private merchandise against 34·8 per cent in 1906-07. The value increased from ₹37,69,43,294 (£25,129,553) to ₹44,34,93,011 (£29,566,201) or by ₹6,65,49,717 (£4,436,648), the difference being equal to 17·6 per cent. In

ascertaining the changes of specific value calculations must be confined to **piece goods,** as some of the other descriptions are not stated in yards. Under this head imports amounted to 2,531,733,000 yards and ₹4,204·36 lakhs (£28,029,100) as against 2,318,200,000 yards and ₹3,564·43 lakhs (£23,762,900) in 1906-07. The increase is one of 213·53 million yards and ₹639·93 lakhs (£4,266,200), which marks an increase of 9·2 per cent in quantity and 17·9 per cent in value with a rise of 7·8 per cent in specific value. These ratios of course vary but little in respect of different subheads. For example, the average value of grey goods rose by 7 per cent, that of white goods by 8·05 per cent, and that of coloured goods by 8·8 per cent.

The following statement shows in **millions of yards** the relative importance of these three classes in the course of the last nineteen years. It will be noticed that, whereas the figures for grey goods show a marked decline in the last two years, they exceed considerably those for 1904-05 :—

	Grey (unbleached)	White (bleached)	Coloured, printed or dyed	Percentage of grey in total
Average 1889-90 to 1893-94	1,223·47	368·63	374·17	62
„ 1894-95 „ 1898-99	1,209·77	418·59	351·49	61
„ 1899-1900 „ 1903-04	1,204·53	369·69	430·57	57
1904-05	1,210·16	584·3	493·92	53
1905-06	1,348·84	572·75	541·65	55
1906-07	1,298·48	494·97	524·75	56
1907-08	1,253·79	733·53	544·41	49·5

The decline in greys was one of 3·4 per cent, while bleached goods increased by 48·2 per cent and coloured goods by 3·7 per cent. Bengal, where there are but two weaving mills, took 939,738,000 yards or 74·9 per cent of the total of imported grey goods as against 900,552,000 yards or 69 per cent in 1906-07.

The extent to which the cotton piece goods of the three main classes are derived from the United Kingdom is illustrated below in **millions of yards** from the figures of the last three years :—

	1905-06		1906-07		1907-08	
	Total	From United Kingdom	Total	From United Kingdom	Total	From United Kingdom
Unbleached goods	1,348·84	1,337·01	1,298·48	1,289·34	1,253·79	1,247·38
Bleached „	572·75	561·85	494·97	486·32	733·53	721·99
Coloured „	541·65	516·32	524·75	500·44	544·41	517·8

Britain therefore supplies 99·5 per cent of the grey goods, 98·4 per cent of the bleached goods, and 95·1 per cent of the coloured goods. The two former mark a fractional advance and the latter an equally fractional decline.

Besides these there are certain subsidiary classes of goods imported, the principal descriptions of which and the values of the respective trades **in thousands of rupees and of pounds sterling** being :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Handkerchiefs and shawls in the piece	34,96	=233	36,22	=241·5	40,59	=270·6
Hosiery	63,02	420·1	56,13	374·2	67,27	448·5
Sewing thread	25,61	170·7	26,41	176·1	28,46	189·7
Other manufactures	82,82	552·1	86,23	574·9	94,24	628·3

The trade therefore increased by ₹25·57 lakhs (£170,400) or by 12·5 per cent as compared with a net loss of ₹1·42 lakh (£9,500) in the previous year. The United Kingdom supplies 81·9 per cent of **handkerchiefs and shawls**

and 86·9 per cent of **sewing thread.** But in the **hosiery** trade nothing is so remarkable as the steady advance of Japan, which during the last six years has raised its proportionate share by direct shipment from 3·4 per cent to 57 per cent, representing an increase of values from R1,09,380 (£7,292) in 1902-03 to R38,39,240 (£255,949) in 1907-08. It may also be surmised that the R2·78 lakhs (£18,500) of hosiery credited in the accounts to Hongkong and the Straits Settlements was largely, if not wholly, Japanese in origin.

Silk Goods—There was a very appreciable increase after two lean years in the imports of silk goods. The total value was R213·48 lakhs (£1,423,000) against R182·5 lakhs (£1,216,000) in 1906-07, a difference of nearly R31 lakhs (£207,000), being a percentage increase of 17. **Silk piece goods** continue to represent about two-thirds of the total, the figures being R142·18 lakhs (£947,900), and the shipments of Japan, which rose from R59·19 lakhs (£394,600) in 1905-06 to R72·29 lakhs (£481,900) in 1906-07, increased by R13·95 lakhs (£93,000) to R86·24 lakhs (£574,900). The imports from China rose from R33·4 lakhs (£222,700) to R42·45 lakhs (£283,000), and the Far East is altogether responsible for 91 per cent of the total. Goods manufactured of **silk mixed** with other materials rose from R30·78 lakhs (£205,200) to R47·94 lakhs (£319,600) or by 55·7 per cent. **Silk yarn, noils, and warp** amounted to R22·7 lakhs (£151,300), and **other sorts** including thread for sewing to R65,776 (£4,385).

Woollen goods—The year opened with great activity in the British woollen trade, despite high prices for raw material, and when the Continental and American demand slackened, manufacturers were fortunate in finding abundant orders from India for the cheaper lines, which explains the large expansion in imports recorded. Sales, however, have been latterly affected by famine conditions, and the proportion of unsold stocks at the end of the year was considerable. The total value increased from R205·22 lakhs (£1,368,100) to R276·76 lakhs (£1,845,100) or over 34·8 per cent. Of the total increase of R71·54 lakhs (£477,000), **piecegoods** accounted for R53·25 lakhs (£355,000), and the quantities (19,681,000 yards), which had receded in 1906-07 to 15,323,000 yards, were almost up to the level of 1905-06, *viz.*, 19,981,000 yards. In specific value the increase was 7·6 per cent. The share of the United Kingdom rose from R103·31 lakhs (£688,700) to R143·45 lakhs (£956,300), and of Germany from R26·76 lakhs (£178,400) to R32·26 lakhs (£215,000), representing respectively 74·4 and 16·7 per cent of the trade. Of the total increase in wool manufactures there was an extraordinary rise in the value of **shawls** from R15·89 lakhs (£105,900) to R34·15 lakhs (£227,600), and the number of shawls imported was 1,203,372 against 790,118 in 1906-07, the percentage increase in specific value being 41·3. The tendency in the face of higher prices to import a lower class of goods seems to have been corrected. Germany supplied 88 per cent of the total number by continued assiduous study of native requirements. Woollen **hosiery** increased from 287,544 lbs and R8·05 lakhs (£53,700) to 387,778 lbs and R10·01 lakhs (£66,700), of which the United Kingdom supplied over 360,000 lbs. In **yarn** there was a marked decline from 979,024 lbs to 781,854 lbs, but Germany maintained her preponderance in this market. Under values the fall was from R20·83 lakhs (£139,000) to R17·29 lakhs (£115,300).

The increase under **knitting wool** shews that the knitting industry is making some headway all over the country, and it may be inferred from the figures for **carpets and rugs** that English manufacturers are successfully imitating the

characteristics of the Oriental product at rates which enable them to find a growing market even in India.

The values for the past three years under the different classes are as follows, **the unit being 1,000 :—**

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Piece-goods	1,68,46=	1,123	1,39,52=	930	1,92,78=	1,285
Shawls	27,61	184	15,89	106	34,14	228
Yarn and knitting wool	9,99	66	20,83	139	17,29	115
Carpets and rugs	14,47	96	10,57	70	12,27	82
Hosiery	9,05	60	8,06	54	10,01	67
Braids	3,21	21	3,06	20	3,13	21
Other sorts	9,73	65	7.28	48	7,13	47

Other manufactured goods—Of other manufactured goods the following are the most important :—

	1906-07		1907-08		Increase (+) or decrease (—) per cent
	₹	£	₹	£	
Apparel, including boots and shoes	2,11,23,407 =	1,408,227	2,58,30,052 =	1,722,003	+22·3
Arms and ammunition	28,80,639	192,043	48,72,970	324,865	+69·2
Books and printed matter	30,40,205	202,680	33,13,548	220,903	+9
Building materials	49,83,290	332,219	52,58,135	350,542	+5·5
Carriages and carts	92,46,548	616,437	1,17,99,707	786,647	+27·6
Clocks and watches	18,43,194	122,880	20,01,548	133,436	+8·6
Earthenware and porcelain	38,99,824	259,988	42,22,143	281,476	+8·3
Glass and glassware	1,21,14,108	807,607	1,44,51,774	963,452	+19·3
Instruments and apparatus—					
Electrical	55,77,877	371,858	49,07,850	327,190	—12
Musical	20,21,671	134,778	44,06,557	293,770	+118
Scientific	28,81,219	192,081	27,85,975	185,732	—3·3
Jewellery and gold and silver plate	18,47,229	123,149	16,61,590	110,773	—10
Leather and manufactures of leather	32,58,681	217,245	38,33,389	255,559	+17·6
Matches	63,12,731	420,849	73,76,836	491,789	+16·8
Paints and colours and painters' materials	56,74,656	378,310	62,37,084	415,806	+9·9
Paper and pasteboard	80,11,105	534,074	99,24,262	661,617	+23·9
Ships, parts of	4,39,244	29,283	29,87,054	199,137	+580·1
Soap	32,28,156	215,210	41,72,147	278,143	+29·2
Stationery	40,40,347	269,356	44,38,065	295,871	+9·8
Tea chests	23,57,108	157,141	26,94,372	179,625	+14·3
Toys and requisites for games	28,61,703	190,780	35,04,505	233,634	+22·4
Umbrellas	18,85,939	125,729	19,96,769	133,118	+5·8
Umbrella fittings	23,63,688	157,579	25,90,873	172,725	+9·6

The largest item, **Apparel**, shewed an increase of ₹47·06 lakhs (£313,700) or 22·3 per cent, but **Carriages and Carts**, which includes motor cars and motor cycles, shewed a greater proportionate expansion of ₹25·53 lakhs (£170,200)or

27·6 per cent. The values of **motor cars and motor cycle** imported into India during the last three years were:—

	R		£
1905-06 . .	35,22,452	=	234,830
1906-07 . .	44,67,586		297,839
1907-08 . .	63,44,337		422,956

while the growing use of the cycle by the natives of India is illustrated by the expanding values of imports exceeding those of the previous year by R2·04 lakhs (£13,600) or 10·2 per cent. Mechanically propelled vehicles now represent 72·5 per cent of the total under this head. India is no nearer the solution of the manufacture of **Glass and Glassware** on a big commercial scale, and the imports increased by R23·37 lakhs (£155,800) or 19·3 per cent, an item under this head which shews a marked expansion (R12·89 lakhs=£85,900) being **glass bangles,** with which Austria-Hungary is capturing the internal markets, particularly in Southern India. The imports of **soap** have increased in value from R26·56 lakhs (£177,000) in 1903-04 to R41·72 lakhs (£278,000) in 1907-08, or by 57 per cent.

The import trade in **Paper and pasteboard,** which has a non-progressive indigenous output to contend with, advanced by R19·13 lakhs (£127,500), of which printing paper accounts for nearly R8 lakhs (£53,300) and other kinds of paper for R5·66 lakhs (£37,700). **Stationery** similarly increased to the extent of R3·98 lakhs (£26,500), and **Books and Printed Matter** (chiefly educational) by R2·73 lakhs (£18,200). **Earthenware and Porcelain** advanced by R3·22 lakhs (£21,500) and **Paints and colours** by R5·62 lakhs (£37,500).

The import trade in **Matches** continues to expand as the manufacture in India has scarcely got beyond the cottage industry stage. Sweden participated largely in the increase, her imports rising by 57·6 per cent from R12·5 lakhs (£83,000) to R19·76 lakhs (£131,700), while the imports from Japan decreased by 14·2 per cent from R14·5 lakhs (£96,700) to R12·45 lakhs (£83,000). The imports of **Umbrella fittings** increased by 9·6 per cent, and of **Umbrellas** by 5·8 per cent. Under the head of **parts of ships** Bengal accounts for a rise from R1·68 lakh (£11,200) to R20·52 lakhs (£136,800) and Burma from R2·04 lakhs (£13,600) to R7·7 lakhs (£51,300) due to increased activity in the Calcutta and Rangoon ship-building yards. **Musical Instruments** increased from R20·22 lakhs (£134,800) to R44·06 lakhs (£293,700) or 117·9 per cent, due chiefly to larger importations of the gramophone class which, now that vernacular records are available, are becoming increasingly popular, particularly in Bengal.

The increase in the arrival of **tea chests** amounting to 14·3 per cent must be attributed to the increasing preference shewn for patented and other foreign boxes in preference to the locally made article, for the shipments of leaf were smaller than in the previous year. The expansion under **Toys** amounted to 22·4 per cent.

Government Stores—The imports of Government stores remain to be separately considered, though with unimportant exceptions they constitute actual commercial transactions. They amounted to R 664·22 lakhs (£4,428,100) as compared with R893·46 lakhs (£5,956,400) and R902·97 lakhs (£6,019,800) in the two preceding years. The share of the United Kingdom was represented by R615·17 lakhs (£4,101,100) or 92·6 per cent of the total.

RE-EXPORTS

The value of re-exports *by sea* in 1907-08 represented 2·1 per cent of the otal exports of merchandise and 2·9 per cent of the total imports from which they

were derived as compared with averages for the previous triennium of 2·1 and 3·4 per cent.

The following statement records the extent of the trade in the last five years :—

	₹	£
1903-04	3,32,61,864 =	2,217,458
1904-05	3,37,30,729	2,248,715
1905-06	3,52,88,100	2,352,540
1906-07	3,48,40,390	2,322,693
1907-08	3,76,64,189	2,510,946

The re-exports to Western Countries are comparatively small, but the 84·86 lakhs (£566,000) taken by the United Kingdom represents 22·5 per cent of the total. The chief commodity is **raw wool** from Afghanistan and Tibet, re-exported from Karachi, which advanced from 5,221,000 lbs worth ₹29·59 lakhs (£197,000) to 5,263,000 lbs worth ₹32·76 lakhs (£218,000).

The chief ports of Western India command nearly 90 per cent of the re-export trade, the share of Bombay alone being 77 per cent, and it consists chiefly in manufactures for which India is an entrepôt for Persia, Arabia, Turkey in Asia, Ceylon, China, and British East Africa. **Cotton goods** representing 39·4 per cent of the total (piece goods 35·3 per cent) and **apparel** 5 per cent shew an increase over the previous year's figures, while there is a decline under **metals** (30·3 per cent), **sugar** (31 per cent), and **oils** (33·8 per cent).

The re-exports of **foreign tea** advanced from 501,577 lbs to 991,305 lbs or by 97·6 per cent, Russia taking 35,860 lbs and Turkey in Asia 323,526 lbs more than in the previous year. Persia's purchases totalled 350,000 lbs against 207,000 lbs in 1906-07. The re-exports of **foreign green tea** increased from 26,000 lbs to 55,000 lbs.

EXPORTS OF INDIAN MERCHANDISE.

The exports of Indian merchandise represent nearly 98 per cent of the total exports and 56·5 per cent of the total trade in merchandise. The total value of the exports of Indian merchandise in 1907-08 was ₹173·42 crores (115·61 millions sterling) as against ₹173·08 crores (115·4 millions sterling) in the previous year. The increase was thus one of ·2 per cent as compared with an increase of 20 per cent in the value of imported merchandise. The following statement shows the progress made in the past 26 years :—

	₹	£	Variation, taking 1882-83 as 100
1882-83	80,59,81,554 =	65,486,001	100
Average 1883-84 to 1887-88	83,48,25,352	63,560,702	104
„ 1888-89 to 1892-93	98,62,85,039	67,954,523	122
„ 1893-94 to 1897-98	101,79,71,169	60,210,012	126
„ 1898-99 to 1902-03	113,25,58,571	75,503,905	140
1903-04	149,63,33,958	99,755,597	186
1904-05	154,14,12,715	102,760,848	191
1905-06	158,18,92,231	105,459,482	196
1906-07	173,08,20,132	115,388,009	215
1907-08	173,42,12,335	115,614,156	215
Average 1903-04 to 1907-08	161,69,34,274	107,795,618	201

The average of the last five years corresponds very closely with the ratio of advance under imports.

The following table which, indirectly, has some bearing upon the balance of trade illustrates to what a remarkable extent the conditions operating

adversely to the export of merchandise impressed themselves upon statistics which as a rule are slow to demonstrate the effects of sudden vicissitudes. The export trade in merchandise increased during the first six months at a phenomenal rate, to be followed in the last six months by a no less phenomenal decline, while the exceptional volume of export of treasure representing chiefly the drain of gold continued until the very close of the statistical year.

		1906-07		1907-08		Increase (+) or decrease (—)
		₹	£	₹	£	
1st quarter	Merchandise	40,99,58,466	27,330,564	49,50,53,954	33,003,597	+20·8
	Treasure	2,19,31,055	1,462,070	77,87,830	519,189	—64·5
2nd quarter	Merchandise	36,33,42,405	24,222,827	46,27,65,690	30,851,046	+27·4
	Treasure	1,49,26,109	995,074	1,80,03,908	1,200,260	+20·6
First six months	Merchandise					+ 23·9
	Treasure					—30

		1906-07		1907-08		
		₹	£	₹	£	
3rd quarter	Merchandise	46,44,12,738	30,960,849	39,62,79,273	26,418,618	—14·7
	Treasure	1,27,17,223	847,815	1,73,24,890	1,154,93	+36·2
4th quarter	Merchandise	52,79,46,913	35,196,461	41,77,77,607	27,851,841	—20·9
	Treasure	75,55,689	503,713	1,13,45,653	756,377	+50·2
Last six months	Merchandise					—18
	Treasure					+41·4

The **principal articles in the export trade** are enumerated in the appended list with their values for three years :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
1 Cotton	21,34,15,195=	14,227,680	21,97,84,609=	14,652,307	25,70,25,196=	17,135,013
2 Rice	18,63,99,831	12,426,655	18,52,95,096	12,353,006	20,33,91,044	13,559,403
3 Jute manufactures	12,44,79,844	8,298,656	15,71,62,303	10,477,487	18,29,76,445	12,198,430
4 Jute	17,12,56,641	11,417,109	26,83,86,810	17,892,454	17,97,28,013	11,981,868
5 Seeds	10,60,92,267	7,072,818	13,02,17,294	8,681,153	16,81,51,631	11,210,109
6 Hides and Skins	13,75,71,140	9,171,409	15,34,52,508	10,230,167	10,95,15,341	7,301,023
7 Cotton-yarn and cloth	14,42,54,998	9,617,000	12,16,82,407	8,112,160	10,76,66,003	7,177,734
8 Tea	8,84,76,037	5,898,402	9,85,77,642	6,571,843	10,30,03,486	6,866,899
9 Wheat and wheat flour	9,17,27,260	6,115,151	7,84,01,766	5,226,784	9,14,55,603	6,097,040
10 Opium	9,47,17,667	6,314,511	9,30,79,224	6,205,282	8,67,24,782	5,781,652
11 Lac	3,18,01,161	2,120,077	3,49,97,740	2,333,183	4,08,30,591	2,722,039
12 Wool	2,11,47,283	1,409,819	2,42,65,349	1,617,690	2,10,34,534	1,402,302
13 Pulse, millets, and cereals	1,71,25,240	1,141,683	1,28,56,345	857,090	2,02,40,624	1,349,375
14 Coffee	1,75,67,240	1,171,149	99,64,778	664,319	1,11,45,202	743,013
15 Oils	81,68,253	544,550	69,85,964	465,731	85,81,745	572,116
16 Wood and timber	89,60,168	597,345	83,17,484	554,499	82,68,637	551,242
17 Provisions	71,07,230	473,815	65,11,115	434,074	75,45,590	503,039
18 Silk	56,39,679	375,979	68,65,018	457,668	63,78,154	425,210
19 Indigo	58,63,777	390,918	70,04,773	466,985	63,72,734	424,849
20 Spices	90,78,656	605,244	60,20,378	401,359	52,69,743	351,316

The statement below shows for three years the value (**in thousands of rupees and of pounds sterling**) of the trade in each of the seven classes under which articles are grouped in the accounts :

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
I Animals living	19,34 =	129	22,63 =	151	21,59 =	144
II Articles of food and drink	42,32,52	28,217	40,23,64	26,824	44,67,51	29,783
III Metals and manufactures of metals	58,26	388	97,55	650	1,10,65	738
IV Chemicals, drugs, medicines, narcotics, and dyeing and tanning materials	11,44,84	7,632	11,55,74	7,705	11,03,78	7,359
V Oils	81,68	545	69,86	466	85,82	571
VI Raw materials and unmanufactured articles	67,14,53	44,764	81,53,23	54,355	76,22,97	50,820
VII Articles manufactured and partly manufactured	35,67,75	23,785	37,85,54	25,237	39,29,81	26,199

I.—ANIMALS, LIVING

This is a small and unimportant class and is chiefly made up of shipments of cattle from Southern India to Ceylon and the Straits.

II.—ARTICLES OF FOOD AND DRINK

Articles of food and drink—In this class there was a net increase of R4·44 crores (£2,960,000), the total value being R44·67 crores (£29,780,000) as against R40·24 crores (£26,830,000) in 1906-07, and this despite the fact that the wheat crop of 1906-07 was 0·9 per cent below that of 1905-06, though 10·8 per cent above the average of the preceding five years.

Coffee—The statistical year closes before the coffee season in Southern India is completed, but the results so far as known are more hopeful than for some time past, as after a year of lean crop the yields of estates were generally good, and despite a decline in average quality prices realised for shipments were considerably higher than in 1906-07. The Brazilian coffee crop of 1907-08 was short and the prospects of the current season are uncertain, so that, despite the practical failure of the San Paolo valorization scheme, a hardening of prices seems more probable than a decline.

The figures of export, quantities and values, for the last five years are as follows:—

	Cwts	R	£
1903-04 . .	291,254	1,36,73,773	= 911,585
1904-05 . .	329,647	1,66,09,757	1,107,317
1905-06 . .	360,182	1,75,67,240	1,171,149
1906-07 . .	228,094	99,64,778	664,319
1907-08 . .	244,234	1,11,45,202	743,013

The increase is 7·1 per cent in quantity and 11·8 per cent in value. The value per cwt, R45-10-1 (£3-0-10), has improved by 4·4 per cent in one year. The exports, however, are still much below the figures for 1905-06 and 1904-05.

The shipments of coffee to the United Kingdom rose by 49·8 per cent to 123,418 cwts and represent 50·5 per cent of the total exports. This may be in part accounted for by increased consumption in the United States of America for which the United Kingdom acts as a distributing agent. France took 75,817 cwts or 31 per cent of the total exports as against 95,493 cwts or 41·9 per cent of the total in 1906-07, chiefly native-cured or of the cheaper qualities.

Fruits and vegetables—The value of **fruits and vegetables** exported during the year was R38·24 lakhs (£255,000) as against R34·57 lakhs (£230,000) in 1906-07. The principal article included in this head is **copra,** which is the dried kernel of the cocoanut, and is chiefly exported from the Madras Presidency to Germany, Belgium, and France, the quantity and value being 119,829 cwts and R21·58 lakhs (£144,000) respectively. The former marks a decline of over 5 per cent, but the latter rose by nearly 14 per cent, as the declared value increased from R15 to R18 per cwt, due to short supplies and increased foreign demand for copra rather than oil. **Fresh vegetables,** chiefly **potatoes and onions,** are also an important item, the value being R16·1 lakhs (£107,000) as against R15·18 lakhs (£101,200) in 1906-07. They are mostly exported to Ceylon and the Straits.

Rice—Exports of rice in 1907-08 represented 64·5 per cent of the total value of food-grains exported from India, against 67 per cent in the previous year,

and 11·7 per cent of the value of all Indian produce exported as compared with 10·7 per cent in 1906-07.

The chief feature of the Indian rice trade in the year under review was the continued shortage of crops in Bengal (a province responsible in a season of good rainfall for more than a third of the total outturn) chiefly due to an adverse season but also in part to a contraction of acreage, in consequence of the temptation offered by the high price of jute in the sowing season to grow that crop in preference. To meet this deficiency which was accentuated by more general demand for rice in preference to coarser food-grains, there were very heavy coastwise imports from Burma, particularly to Calcutta, and a rise in price which though particularly marked in the two jute growing provinces was general all over India. Despite, however, the diminution in foreign exports from Calcutta, the total for the whole of India fell very little below the previous year's figures, Madras making good the shortage in shipments to Ceylon, and Burma more than maintaining the volume of her foreign export after meeting all the requirements of the two Bengals.

The following statement shows **in thousands of tons** and **thousands of rupees and of pounds sterling** the foreign exports of rice during each of the last five years. The rise in average declared value was equivalent to 11·1 per cent. In the same quinquennium the quantities and values in the same denomination of exports coastwise from Burma have been as follows :—

	Quantity	Value		From Burma		
	Tons	₹	£	Tons	₹	£
1903-04 . .	2,250	19,08,28 =	12,722	195	1,33,74 =	892
1904-05 . .	2,474	19,61,90	13,079	301	2,05,14	1,368
1905-06 . .	2,152	18,63,69	12,425	460	3,47,40	2,316
1906-07 . .	1,935	18,52,51	12,350	813	7,22,84	4,819
1907-08 . .	1,913	20,33,63	13,558	979	9,62,10	6,414

The exports to foreign countries fell short by 1·1 per cent in quantity, but rose by 9·8 per cent in value, the rise in specific value being 11·1 per cent. As regards the shipments of rice from Burma to India proper, the total of 979,000 tons marks an advance of 166,000 tons upon the phenomenal figures of the previous year, and is greater by 113 per cent than the figures for 1905-06. This is only in part accounted for by the failure of the crops in the Gangetic delta, and illustrates the intensification of internal demand originating in the growth of a higher standard of comfort among the cultivators who had profited from the boom in jute. The average price of rice both in Rangoon and Calcutta advanced by 15 per cent.

The provincial distribution of coastwise exports from Burma during the last three years has been as follows, **in thousands of tons** :—

	1905-06		1906-07		1907-08	
	Tons	Percentage	Tons	Percentage	Tons	Percentage
Bengal . . .	14	3	276	33·9	431	44
Eastern Bengal and Assam . . .	27	5·8	239	29·3	142	14·5
Bombay . . .	225	49	115	14·1	206	21
Madras . . .	172	37·4	173	21·3	174	17·8
Indian Ports, not British	22	4·8	11	1·4	26	2·7
TOTAL .	460	100	814	100	979	100

The distribution of India's foreign export of **rice not in the husk** during the past three years is given below, quantities and values being stated **in thousands of tons,** and **thousands of rupees and of pounds sterling,** respectively :—

	1905-06			1906-07			1907-08		
	Tons	₹	£	Tons	₹	£	Tons	₹	£
Europe—									
United Kingdom	174	1,48,95	=993	132	1,25,43	=836	153	1,67,40	=1,116
Austria-Hungary	122	87,56	584	158	1,20,95	806	170	1,52,07	1,014
Germany	248	1,97,42	1,316	333	2,85,25	1,902	309	3,07,01	2,047
Holland	126	89,01	593	187	1,32,63	884	186	1,64,59	1,097
Other countries	71	51,38	342	68	54,36	362	90	83,18	554
TOTAL	741	5,74,32	3,828	878	7,18,62	4,790	908	8,74,25	5,828
Asia—									
Aden and Arabia	68	77,03	514	52	69,34	462	27	37,94	253
Ceylon	299	3,21,24	2,142	306	3,80,36	2,536	256	3,29,31	2,195
Japan	330	2,73,83	1,825	133	1,20,65	804	125	1,29,37	863
Java	95	75,24	501	19	17,80	119	64	66,47	443
Straits	251	2,05,89	1,372	203	1,88,31	1,255	224	2,29,60	1,531
Other countries	52	49,14	328	43	43,98	293	62	74,29	445
TOTAL	1,095	10,02,37	66,82	756	8,20,44	5,469	758	8,66,98	5,780
Africa—									
Egypt	66	53,47	357	83	79,08	527	59	66,26	442
Mauritius and Reunion.	68	74,08	494	63	78,15	521	52	68,81	459
East Africa	48	46,75	311	44	50,13	334	43	55,09	367
Cape Colony and Natal	28	32,81	219	29	38,48	257	25	39,52	263
Other countries	...	...	...	...	...	...	...	22	2
TOTAL	210	2,07,11	1,381	219	2,45,84	1,639	179	2,29,90	1,533
America	54	48,74	325	34	33,70	225	32	36,64	244
Australia	11	8,52	57	15	13,91	93	8	7,23	48
GRAND TOTAL	2,111	18,41,06	12,273	1,902	18,32,51	12,216	1,885	20,15,00	13,433

The quantity taken by the United Kingdom showed an increase of 21,000 tons, and by Austria-Hungary 12,000 tons. The exports to Germany declined by 24,000 tons. Those to Egypt also fell short of the figures of 1906-07 by 24,000 tons and to Aden and Arabia by 25,000 tons. Ceylon took 50,000 tons less than in 1906-07, but Java showed a great advance as compared with 1906-07, though the total was less than in 1905-06 by 31,000 tons. The Straits also took 21,000 tons more than in the previous year.

In the above table the quantities of rice shipped to Egypt "for orders" have been adjusted and credited to the country of final destination.

The exports of **unhusked rice** or paddy declined from 32,757 tons with a value of ₹19·99 lakhs (£133,000) to 27,658 tons, value ₹18·62 lakhs (£124,000), of which Ceylon took no less than 27,453 tons.

There was a nominal quantity of 3,472 cwts of **rice flour** valued at ₹27,575 (£1,838) exported during the year. The previous year's figures were 6,165 cwts, value ₹44,484 (£2,965).

Wheat—On the average of the last five years the value of the wheat exported represents 32·9 per cent of the exports of all food grains, and 6·6 per cent of the total value of Indian merchandise exported. The wheat exports of the statistical year are mainly drawn from the crop of the previous year, and the

figures for 1907-08 represent chiefly the exportable surplus of the harvest of 1906-07 which, though estimated to be somewhat smaller in volume than that of 1905-06, was 10 per cent greater than the average for the quinquennium ending 1904-05.

The following table shews the outturn in tons and exports, quantities and values, for the past five years :—

		1903-04	1904-05	1905-06	1906-07	1907-08
Outturn	Tons	7,971,446	9,641,145	7,582,040	8,579,140	8,491,700
Exports quantity	,,	1,295,565	2,150,025	937,523	801,445	880,459
Value	₹	11,08,89,546	17,90,60,692	8,53,43,996	7,25,44,650	8,58,50,350
	£	7,392,636	11,937,379	5,689,599	4,836,310	5,723,357
Percentage of exports to outturn		16·2	22·3	12·4	9·3	10·7

India, however, contributes but a small proportion of the world's supply of wheat as the following figures will shew. The crop in the principal wheat-growing countries in 1907 has been estimated as follows :—

	Tons	Percentage
Europe—		
Russia	13,610,000	16·1
France	9,860,000	11·6
Italy	4,930,000	5·8
United Kingdom	1,500,000	1·8
Other countries	15,790,000	18·6
TOTAL	45,690,000	53·9
Asia—		
India	8,360,000	9·9
Other countries	3,210,000	3·8
TOTAL	11,570,000	13·7
America—		
United States	16,930,000	20
Argentine	4,710,000	5·6
Other countries	2,820,000	3·3
TOTAL	24,460,000	28·9
Africa (Algeria, Tunis, Egypt, Cape Colony)	1,460,000	1·7
Australia	1,500,000	1·8
GRAND TOTAL	84,680,000	100

The export trade during the year under review was decidedly brisk. The improvement in the quality of grain shipped in consequence of the new contract reducing the proportion of dirt and foreign matter has perhaps influenced prices less than had been expected, but the general shortage of crops all over the world except in the Argentine and Australia has greatly improved demand, and it is unfortunate, in view of the higher rates likely to continue for some time to come, that the last wheat harvest (1907-08) was so poor, owing to the failure of the rains. The advance in the specific value of wheat exported from India amounts to 7·7 per cent. The distribution of exports was practically confined to three ports, Karachi, Bombay and Calcutta, and of these the first with a virtual monopoly of the Panjab wheat harvest accounts for no less than 96 per cent. Complaints continue to be made from there both of delays in moving the crop by rail to the port and of insufficient storage accommodation at the port itself, but measures for improving the situation have been discussed

by the Railway Board with the local Chamber of Commerce, and in this connection the investigation of the adaptability of the elevator system to India has once more been undertaken.

The following table shews the principal customers for Indian wheat during the past three years (in tons) :—

	1905-06	1906-07	1907-08
United Kingdom . .	709,168	730,526	771,525
Belgium . . .	56,532	39,539	70,432
France . . .	92,749	9,706	15,909
Spain	44,266	2,369	...

The imports of wheat into India are inconsiderable and come almost entirely from Asiatic Turkey and Persia—their contributions in 1907-08 being 8,293 and 1,364 tons, respectively, to a total of 12,783 tons.

The exports of **wheat flour** generally bear a close relation to those of wheat, but the figures for the year under review shew a further decline of 9 per cent in quantity and 4·3 per cent in value on those of the previous twelve months. The export trade in flour is confined to the East, chiefly with Aden, Asiatic Turkey, East Africa, Ceylon, and the Straits Settlements, and the fall is more than accounted for by restricted shipments from Bombay to Arabia. The total shipments were 37,219 tons valued at R56·05 lakhs (£374,000) as compared with 40,923 tons valued at R58·57 lakhs (£390,500) in 1906-07. The rise in specific value was one of 5·2 per cent.

The **food grains other than rice and wheat** exported in 1907-08 increased by 53·1 per cent or 1,702,818 cwts, but the figures are still much below those for 1904-05. The most striking increase was that of **barley**, which rose by 1,231,678 cwts or 303 per cent to 1,637,745 cwts. The bulk of this goes to the United Kingdom (963,205 cwts), Germany (438,613 cwts), and Belgium (208,088 cwts). **Jawar and bajra** increased by 345,811 cwts or 44·3 per cent to 1,125,993 cwts. **Pulse**, which contracted by 48·6 per cent to 1,097,945 cwts. in the previous year, rose by 92,486 cwts or 8·4 per cent to 1,190,431 cwts. **Other sorts**, including **maize**, also increased by 25,553 cwts or 33·3 per cent to 102,297 cwts, and **gram** rose by 7,290 cwts or ·9 per cent to 853,873 cwts.

Provisions—The value of provisions exported increased by 15·9 per cent to R75·45 lakhs (£503,000). The principal articles in the class are **ghi** (clarified butter) and **fish**, the former rising by 13 per cent to R26·74 lakhs (£178,000) and the latter by 17·3 per cent to R18·33 lakhs (£122,000).

The declared values of **ghi** per cwt during the last five years have been :—

	R
1903-04	47·6
1904-05	49
1905-06	50·7
1906-07	54·2
1907-08	60·6

and it is believed that the retail prices up country show an equally proportionate advance. The price in fact tends to become so prohibitive for the poorer classes as to afford reasonable hopes of introducing with success a cheap vegetable substitute, such as can be made from refined cotton-seed and cocoanut oils, of which abundant supplies are available in India.

Spices—Exports of spices declined by 802,982 lbs or 3 per cent in quantity and by R7·51 lakhs (£50,000) or 12·4 per cent in value, which is lower than in any of the five previous years. The decline under **Pepper** amounting to R8·63

lakhs (£57,500) or 26·1 per cent is due to bad prices in Europe, rather than short stocks.

The exports of **ginger** increased to R11·1 lakhs (£74,000) accompanied by a rise in specific value owing to shrinkage in the world's supply. The exports of **chillies**, on the other hand, advanced by 6·3 per cent in quantity but declined by 4·9 per cent in value, the totals being 11,705,000 lbs and R13·67 lakhs (£91,000) respectively.

Tea—The Indian Tea trade has enjoyed another prosperous year. The world's consumption has apparently caught up supply, and every thing points to its increasing in the future at a corresponding ratio. The only disquieting features of the year's trading were the temporary inflation of values for lower grades of leaf, which have appreciated by 70 per cent since 1906, at the expense of the better teas, and complaints of a general decline in quality, but the principal excuse for coarse plucking has been removed now that the market seems to have recovered its sense of proportion. In any event India could not hope to have benefited long by the extravagant rates for her poorer stuff, for they would have provoked the competition of the cheaper China teas, and encouraged increased cultivation in Java.

The advance in consumption which followed the reduction of the import duty in the United Kingdom to 5*d* per lb has been maintained. Internal absorption is increasing, and tea shops are now a common feature of many bazaars, particularly in Southern India, but it is in the expansion of the Continental markets that the prospects of the Indian industry centre, and of these the Russian market in particular is shewing remarkable development. The following table illustrates in the last three calendar years, compared with the year 1890, the astonishing growth in absorption of teas from India and Ceylon on the Continent :—

	lbs
1890	14,001,824
1905	129,884,250
1906	162,461,824
1907 (estimated)	171,500,000

The Russian market is of particular interest and importance. Its development dates from the discovery that Indian dust gives a greater strength to 'tablet' tea than Chinese. Indian tea reaches Russia not only by direct shipment, but also across the land frontier of India and by re-export from the United Kingdom, Germany, and China. It has been estimated that Russia in the nine months ending September 30th, 1907, absorbed 30,542,081 lbs of Indian and Ceylon teas as compared with 24,566,329 lbs for the same nine months of the previous year. These figures exclude imports of brick tea from China, in which Indian dust has been blended, estimated at 8,000,000 lbs in 1907 or proportionately 6,000,000 lbs for the period January—September. India is encouraged to direct importation into Russia by the preferential duty on her tea and that of Ceylon carried by the Trans-Siberian Railway, and it is announced in this connection that a double service of steamers will be established next season between Calcutta and Vladivostok to save transhipment at Colombo. The duty on tea in Germany was reduced in 1906 to 1½*d* per lb, and this, aided by a vigorous medical campaign against beer and coffee, is likely to encourage imports. Holland and Belgium are two other promising markets.

As regards the competition with Ceylon, it remains to be seen how far the introduction of rubber there will ultimately affect production, for the cultivation

tends to oust tea from lower levels where the yield is generally greater than at higher altitudes.

The results of improved prospects in the tea trade are illustrated by the appreciation of shares in the market. Mr. George Seton has calculated that the shares of 170 tea companies registered in London have enhanced in value from £14,400,000 to £21,600,000 or by no less than 50 per cent between January 1905 and November 1907. China supplied half the requirements of the United Kingdom twenty years ago: in 1907 the propoftion had been reduced to 6 per cent and is only sustained at that level by the competitive price for lower grades of Indian and Ceylon teas. The imports of tea into the United Kingdom in 1907 were as follows:—

	1906		1907	
	Million lbs	Per cent	Million lbs	Per cent
India	183·8	57·2	171·4	54
Ceylon	106·3	33·1	107·5	33·9
China	13·2	4·1	18·8	5·9
Java	12·6	3·9	9·1	2·9

The consumption per capita in the United Kingdom in 1907 was 6·19 lbs as compared with 6·13 lbs in the previous year.

The following figures shew the quantity and value of tea exported from India in the last five years:—

	Quantity	Value	
	lbs	₹	£
1903-04	207,159,793	8,55,79,327	= 5,705,288
1904-05	211,887,158	8,46,54,867	5,643,658
1905-06	214,223,788	8,84,76,037	5,898,402
1906-07	233,653,637	9,85,77,642	6,571,843
1907-08	227,021,657	10,30,03,486	6,866,899

The figures for 1906-07 represented a record both in quantity and value, but the progress in quantity was not maintained in 1907-08, when it declined by 6·63 million lbs or 2·8 per cent, though the rise in value was of ₹44·26 lakhs (£295,000) or 4·5 per cent, the increase in specific value being one of about 7·6 per cent.

The quantities of tea exported to the principal countries in the last three years have been as follows **(in thousands of lbs)**:—

	1905-06	1906-07	1907-08
United Kingdom	166,591	176,170	169,325
Canada	15,019	14,515	4,731
Russia	9,988	13,761	15,407
Australia	7,729	9,499	11,090
Turkey in Asia	3,543	3,101	3,504
Ceylon	2,101	4,818	8,881
China	3,076	4,820	7,502
Persia	1,102	929	1,578
United States	2,175	1,739	2,086
Other countries	2,900	4,302	2,919

Though the figures for the United Kingdom tend proportionately to reduce, as direct shipments take the place of consignments to London on optional bills of lading, her share of the total exports stands at 74·6 per cent. The expansion in the Ceylon and China figures is due to Russian requirements, and the heavy decline in direct shipments to Canada should not be regarded as an index

of a contracting market. Russia and Australia have made marked advances. The figures to Australia were swelled by a replacement of the shipment of 750,000 lbs lost by fire on the S.S. "Fortunatus."

Another feature of the year's trade which should be noticed is the increase in the volume of sales by auction in Calcutta in preference to Mincing Lane, and London has further suffered as the emporium of imports into the United Kingdom by the competition of lower freights with Glasgow and Liverpool. About 73,200,000 lbs were auctioned in Calcutta during the past season, of which only about 20,000,000 lbs went to London, and of the balance Russia (direct and through China and Ceylon) absorbed 27¾ millions and Australia 10¾ millions. The prices realised in Calcutta have shewn a greater advance on those of the previous year than those in London, and several of the London Assam Companies have found it profitable to auction their lower grades of tea here rather at home.

Prices at auction in Calcutta

	Broken Pekoe		Pekoe		Pekoe Souchong, Souchong, Pekoe fannings and Congou		Net Average price	Variation
	Price	Variation	Price	Variation	Price	Variation		
	a. p.		*a. p.*		*a. p.*		*a. p.*	
1904-05 . .	5 10	100	5 4	100	4 6	100	5 4	100
1905-06 . .	6 3	107	5 2	97	4 2	93	5 4	100
1906-07 . .	6 8	114	5 7	105	4 7	102	5 5	102
1907-08 . .	7 2	123	6 10	128	6 2	137	6 8	125

The average price realised in 1907-08 in London was 8·21 per lb, as compared with 8·11*d* per lb in 1906-07.

In spite of the efforts of the Indian Tea Association, estimates of production continue under suspicion of great inaccuracy, and for this the planters must be held chiefly to blame. The crop in 1907 was generally considered to be better than that of the previous year, except in Bengal. The table below gives approximate figures of the area, production, and land exports during the last five years, and the actual figures of exports by sea during the same period.

	Area	Production	Exports (lbs)	
	acres	lbs	By land	By sea
1903 . .	526,611	209,041,888	679,616	204,123,723
1904 . .	524,472	221,565,631	744,352	211,395,940
1905 . .	528,004	221,712,407	760,256	210,798,056
1906 . .	529,246	241,403,510	942,256	235,815,697
1907 . .	536,652	248,020,398	865,648	235,422,376

The export trade is practically confined to three ports, Calcutta shipping 73·9 per cent, Chittagong 18·9 per cent (almost entirely to the United Kingdom), and Madras 6·2 per cent. Five years ago Calcutta claimed 83 per cent of the total.

The **coast shipments** were in the last two years:—

	1906-07	1907-08
	lbs	lbs
From Bengal	3,298,495	3,380,385
„ Eastern Bengal and Assam .	1,185,327	854,117

The recorded **exports of green tea** by sea and by land during the last three years were :—

	lbs
1905-06	2,183,940
1906-07	2,034,384
1907-08	1,806,031

A customs duty, known as the **Tea Cess**, at the rate of a quarter of a pie per pound, has been levied since the 1st April 1903 on all Indian tea exported. The collections realised are paid to a Committee constituted to receive and expend the proceeds of this cess on measures for promoting the sale and consumption of Indian tea. The collections since the institution of the cess have been as follows :—

	₹	£
1903-04	2,86,915	= 19,128
1904-05	3,04,317	20,288
1905-06	3,20,353	21,357
1906-07	3,17,554	21,170
1907-08	3,02,833	20,189

III.—METALS AND MANUFACTURES OF METALS

On the average of the last three years the exports of Indian metals and manufactures have represented no more than ·64 per cent of the total exports of Indian merchandise.

In 1907-08 the total exports of **Metals** rose from 10,063,446 cwts to 11,337,384 cwts or 12·7 per cent in quantity and from R91·86 lakhs (£612,000) to R105·68 lakhs (£704,500) or 15 per cent in value. But if illustration were needed of the unreliability of declared values, it may be found in the case of **Manganese ore** representing 81·3 per cent of the increased total value (as against 77·2 per cent in 1906-07), which has a value of as. 12-6 per cwt as against as. 11-6 in the previous year, and **Copper and brass** (wrought) representing 5·7 per cent of the total value as against 8 per cent in 1906-07, which has a value of R79-6-5 per cwt against R59-13-7 per cwt in 1906-07, though the prices in both cases have fallen steadily during the last six months. Over 90 per cent of the world's supply of manganese is absorbed by the iron and steel industries, and prices dropped in consequence of enormously reduced consumption. Another disquieting feature of the Indian market is that the situation in Russia has so far improved that the restriction of her output is not likely to continue indefinitely, but it is hoped the decline of prices will hasten the general introduction of reducing plant in the chief producing centres to save the enormous cost of freight, and compel less wasteful methods of extracting ore than prevailed during the boom.

Under "other sorts" are comprised mainly :

	Cwts	₹	£
Copper, old	3,644	2,48,418	= 16,561
Chromite	157,020	3,54,194	23,613
Iron, cast (pig)	130,645	3,77,181	25,145
„ old	49,772	81,176	5,412
„ wrought	11,710	1,17,782	7,852
Lead	1,730	25,127	1,675
Tin ore and unwrought	3,337	48,124	3,208
Unenumerated metals	1,576	1,11,336	7,422

IV.—CHEMICALS, DRUGS, NARCOTICS, AND DYES

Saltpetre and borax represent the bulk of the exports of chemicals from India. The quantity of saltpetre exported increased from 353,378 cwts to 363,954 cwts, while the value rose from ₹41·42 lakhs (£276,000) to ₹41·84 lakhs (£279,000). The quantitative expansion of 3 per cent in conjunction with 1 per cent rise in value means a decline of 1·7 per cent in specific value.

Borax was exported to the extent of 5,247 cwts with a value of ₹1·08 lakh (£7,200), its average value having risen by ·5 per cent. The chief source of supply is Tibet.

The exports of **Chinchona bark** amounted to 473,200 lbs valued at ₹1·08 lakh (£7,200) as compared with 494,587 lbs valued at ₹1·19 lakhs (£7,900) in 1906-07. The fall in specific value is due to competitive Java shipments glutting the home markets.

Opium—As the result of negotiations with China the Government of India have agreed to restrict the export of opium from this country to 61,900 chests during the calendar year 1908, and to effect further reductions of 5,100 chests in each of the two following years, while the question of making still further reductions after the year 1910 will depend on whether China has, in the interval, effected a proportional reduction in her own production and consumption of opium. The ancillary proposal to increase the Chinese import duty, which at present stands at 110 taels per picul (2*s* 9*d* per lb), has been postponed for the present, as the objections entertained to that course are felt to require further consideration, but it has had no doubt an adverse effect on prices, which might otherwise have been expected to rise in response to reduced production.

In pursuance of this agreement with China the area under poppy cultivation in the Bihar and Benares Agencies has already been reduced from 845,000 bighas to 800,000 bighas. The number of chests of Bengal opium offered for sale in 1907 was 50,400 as compared with 52,800 in 1906, and the number has been further reduced to 3,900 per mensem until December next and to 3,600 for the first three months of 1909, and the number of chests of Malwa opium which may be exported from Bombay has been limited to a maximum of 15,100 during the present calendar year, and further reductions will probably be effected in 1909 and 1910.

The quantities of all opium exported from Bengal and Bombay respectively during the last five years with value **in thousands of rupees and of pounds sterling** and the average prices by chest are as follows :—

	Exports					*Average price per chest*			
	Bengal chests	Bombay chests	Total chests	Value ₹	Value £	Bengal ₹	Bengal £	Bombay ₹	Bombay £
1903-04	48,218	25,419	73,637	10,47,02 =	6,980	1,460 =	97	1,349 =	90
1904-05	47,855	19,006	66,861	10,62,34	7,082	1,585	106	1,599	107
1905-06	48,833	14,103	62,936	9,47,18	6,315	1,438	96	1,736	116
1906-07	53,588	12,686	66,274	9,30,79	6,205	1,381	92	1,501	100
1907-08	47,440	16,320	63,760	8,67.25	5,782	1,347	90	1,399	93

In Bombay, the port of shipment for Malwa opium, there was a rise of 3,634 chests or 28·6 per cent in quantity and a loss of 6·8 per cent in average value, but the exports from Bengal declined by 6,148 chests or 11·5 per cent in quantity with a loss of 2·5 per cent in average value. The total quantity showed a net decline of 2,514 chests or 3·8 per cent in quantity, and a decrease of 6·8 per cent in total value. The average price of the Calcutta sales was ₹1,348 for the twelve months ending March 1908, the highest obtained being ₹1,456 in April 1907. There was some change in the volume of distribution. While exports

to Hongkong fell by 5,401 chests to 34,643 chests, shipments to the Straits rose by 242 chests to 13,195 chests, and to the Treaty Ports of China by 2,560 chests to 13,106 chests.

Tobacco—Undoubtedly tobacco smoking is becoming increasingly popular in India, and despite American competition as a grower and importer of manufactured tobacco, the internal market for Trichinopoly and Burma cheroots continues firm, while the exports, despite rumours to the contrary, shew a steady increase. Cigarette manufacture has been stimulated by the success of the American invasion, and experiments are being made in different parts of the country with special varieties of Havana and Virginian tobaccos.

The following are the figures of the trade for the last three years :—

	Unmanufactured			Manufactured		
	cwts	₹	£	cwts	₹	£
1905-06 . . .	116,886	14,07,241 =	93,816	10,543	9,33,196 =	62,213
1906-07 . . .	187,007	20,49,623	136,642	12,280	10,46,355	69,757
1907-08 . . .	176,110	18,07,563	120,504	12,807	11,24,228	74,949

In unmanufactured description, therefore, the exports in 1907-08 declined by 5·8 per cent in quantity and 11·8 per cent in value, and the specific value declined by 6·3 per cent to ₹10-4-2 (13 *s.* 8⅛*d*) per cwt, owing to the increasing demand for lower grades of leaf in the Straits Settlements. In the manufactured classes, however, the rise in specific value is 3 per cent and there was a satisfactory increase of 4·3 per cent in the quantity shipped. The largest quantities of Indian cigars are taken by the Straits Settlements, the United Kingdom, and Siam.

Indigo—The improved prospects of 1906-07 have scarcely been maintained in 1907-08, though the Java-Natal variety seems to have come to stay and the season in Bihar was on the whole favourable to the crop. Prices on the other hand have shown great steadiness and a revival of interest is considered more probable than a further decline. It is a significant fact that natural indigo continues to meet a ready sale at prices fully 25 per cent higher than 3 years ago, without any corresponding advance in the price of the synthetic substitute. The following statement shows the average prices of indigo per cwt during 1906 and 1907 :—

	In India (Calcutta)						In London		
	₹	*a.*	*p.*	£	*s.*	*d.*	£	*s.*	*d.*
1906 . . .	228	5	4 =	15	6	1	19	19	0
1907 . . .	255	0	0	17	0	0	19	16	8

The statement of exports given below has no very encouraging features, though the demand from the United Kingdom was greater and also from Persia into some provinces of which the importation of the synthetic dye seems still to be regarded as interdicted. Persia, however, is an indigo-growing country and this market is likely to be only temporary.

The following statement shows the exports of indigo in 1907-08 and the four previous years. The total, twelve years ago, was 169,500 cwts with a value of ₹4·37 crores (£2·91 millions) and that was about 19 per cent below the value for the previous year :—

	From Calcutta	From Madras ports	From other ports	Total	Value	
	Cwts	Cwts	Cwts	Cwts	₹	£
1903-04 . . .	29,858	24,414	6,138	60,410	1,07,62,000 =	717,000
1904-05 . . .	30,029	11,901	7,322	49,252	83,46,000	556,000
1905-06 . . .	19,062	7,756	4,368	31,186	58,64,000	391,000
1906-07 . . .	19,309	11,159	4,634	35,102	70,05,000	467,000
1907-08 . . .	16,627	10,619	5,244	32,490	63,73,000	425,000

In five years there has been a decline of over 46 per cent in quantity and 40·8 per cent in value. In 1906-07 there was a small recovery, but in 1907-08 a decline of 7·4 per cent in quantity and 9 per cent in value with a fall of 1·7 per cent in specific value, the average declared value being R196-2-5 (£13 1*s.* 7*d.*) per cwt.

The exports to the United Kingdom improved by some 16·9 per cent to 9,285 cwts, but there was a further marked fall in the exports to Egypt, which had hitherto held the first place, from 9,195 to 6,424 cwts. The Continent of Europe increased its demand from 7,063 to 8,083 cwts, but that of Japan declined from 1,600 to 343 cwts or by 78 per cent. Persia took 2,988 cwts instead of 2,422 cwts, but Asiatic Turkey dropped from 3,453 to 3,235 cwts.

There was in the year a decrease of some 12 per cent in the area placed under the crop. The largest contraction occurred in Madras (34 per cent), where the holdings are small and scattered, and is ascribed to lack of timely rainfall and the increased competition of the synthetic dye. As compared with the average of the five years ending 1905-06, the overall shortage in the four reporting provinces—Bengal, Madras, the United Provinces, and the Panjab—is one of 39 per cent. The total yield in these four provinces was estimated in December 1907 at 51,400 cwts, which was not up to expectation owing to insufficient rainfall. The corresponding estimate in December 1906 was of 69,700 cwts.

Other Dyeing and Tanning Materials—The following statement shows the exports of the principal articles in this class in the last three years :—

	1905-06			1906-07			1907-08		
	Cwts	R	£	Cwts	R	£	Cwts	R	£
Myrabolams .	1,206,398	44,61,000	=297,000	1,162,219	43,97,000	=293,000	1,493,294	5,895 000	=393,000
Cutch . .	55,070	8,64,000	58,000	97,269	15,93,000	106,000	91,690	14,48,000	96,000
Turmeric . .	49,545	4,42,000	29,000	62,246	7,09,000	47,000	82,844	9,91,000	66,000

The exports of **myrabolams** increased by 28·5 per cent in quantity, by 34·1 per cent in value, and by 4·5 per cent in specific value. The extraction of tannic acid on a commercial scale has not so far proved successful in India. **Cutch** scarcely maintained the advance in quantity of the previous year, and there was a decline in specific value of 3·5 per cent. The exports of **Turmeric** represented a quantitative improvement of 33·1 per cent and a gain of nearly 40 per cent in value. The chief customers are the United Kingdom (15·5 per cent of the total exports), Germany (14·5 per cent), Turkey in Asia (9·3 per cent), and Aden (9·6 per cent).

Oils.—The total values under this head increased by 22·8 per cent from R69·86 lakhs (£466,000) in 1906-07 to R85·82 lakhs (£572,000) in the current statistical year.

Under **animal oils** (chiefly fish oil) there was a remarkable rise from 28,481 gallons, valued at R23,171 (£1,545), to 205,723 gallons, valued at R1,05,169 (£7,011).

Under **essential oils,** lemon grass oil from the Madras Presidency is the principal description exported, the figures being 16,195 gallons, value R3,86,453= £25,764 in 1907-08, against 12,814 gallons, value R4,86,150=£32,410 in 1906-07. The market is very limited, and the increase in supply was enough to account for the fall in specific value from R38 (£2-10-8) to R24 (£1-12-0) per gallon.

Mineral oils marked a remarkable advance owing to the expansion of the exports of petroleum from Burma, chiefly to the United Kingdom (1,759,269 gallons), Holland (?,871,505 gallons), and Ceylon (8,108 gallons).

The total under this head increased by 524 per cent in quantity to 5,652,850 gallons and in value by 133 per cent to R5·37 lakhs (£36,000), and this was done without contraction of supply to the Indian market, for the coastwise exports from Burma to ports in India proper increased from 55,796,000 gallons to 67,910,000 gallons during the year under review. The average declared value of mineral oils including kerosene per gallon on export declined from 4 annas (4*d*) to 1 anna 6 pies (1½*d*), and it may be of interest to compare this price with that of the vegetable illuminants most commonly used by the people, though these have a somewhat longer burning capacity per unit.

	Per Gallon				
	R	*a.*	*p.*	*s.*	*d.*
Castor oil	1	7	9	(1	11¾)
Cocoanut oil	1	7	6	(1	11½)
Mustard oil	1	15	6	(2	7½)

Exports of **paraffin wax,** which is classed as oil, increased by 45·4 per cent to 87,564 cwts valued at R19·7 lakhs (£131,000), while the shipment of **candles** made from petroleum rose by 7·6 per cent to 5,482,000 lbs valued at R15·48 lakhs (£103,000).

The exports of **vegetable oils** show a marked decline for the third year in succession, while the export of oil seeds continues to increase, and under this head industrial apathy seems to intensify rather than diminish.

There is a slight recovery under **cocoanut oil** with a total value of R17·17 lakhs (£114,000) as compared with R14·18 lakhs (£95,000) in 1906-07, but the bulk of it is crudely extracted in wooden country mills. The markets are chiefly Singapore and Ceylon. The value of **castor oil** exported shews a slight advance from R22·22 to R22·37 lakhs (£148,000 to £149,000), but that of **linseed** declined by R1·3 lakh (£9,000) or nearly 60 per cent. For **mustard and sesamum oil,** etc, the total values recorded are R2·22 lakhs (£15,000) in advance of those for 1906-07.

Coal—The export trade in coal has never been very enterprising or very active, and in 1907-08 the exports of coal represented ·77 per cent of the exports of raw materials and ·34 per cent of the exports of Indian merchandise, the average for the three years ending 1906-07 being ·91 per cent and ·38 per cent, respectively. The quantity exported in 1907-08 was 727,881 tons as compared with 935,350 tons in 1906-07, a decrease of 22·2 per cent. There was a corresponding fall in value from R74·80 lakhs (£499,000) to R58·96 lakhs (£393,000) or 21·2 per cent. The decline in exports is not attributable to decreased activity in production, for the total output in 1907 was 11,147,339 tons against 9,783,250 tons in 1906, an increase of 1,364,089 tons and the largest output on record. The explanation is to be found in the growing volume of demand for industrial purposes, and the increasing preference for coal rather than wood fuel shewn by Indian Railways, which has enlarged the total requirements for home consumption, while Japan, the war with Russia over, has already succeeded to a large extent in recovering her position in the Singapore and Chinese markets, which India held on sufferance in the interim.

The following table shews the supply of coal retained for internal consumption exclusive of previous stocks in the ports of Calcutta and Bombay and in each province during 1907:—

	Production Tons	Imports (by sea, rail and river) Tons	Exports (by sea, rail and river) Tons	Balance for internal consumption Tons
Calcutta . .	...	5,070,267	3,871,550*	1,198,717
Bengal (excluding Calcutta) . .	9,993,348	12,402	6,829,345	3,176,405
Bombay . .	...	1,219,359	226,703	992,656
Bombay (excluding Bombay Port) .	...	503,468	2,638	500,830
Sind and British Baluchistan .	42,488	441,855	263,590	220,753
Madras . .	...	602,493	186,727	415,766
Eastern Bengal and Assam .	295,795	224,375	4,309	515,861
United Provinces of Agra and Oudh . .	...	675.117	2,770	672,347
Panjab . .	60,749	475,672	530	535,891
Central Provinces and Berar .	134,088	229,237	14,294	349,031
Rajputana and Central India .	206,650	320,281	32,778	494,153
Nizam's Territory	414,221	2,304	204,819	211,706
Mysore . .	...	102,492	4	102,488
Burma . .	...	366,942	310	366,632
TOTAL .	11,147,339	10,246,264	11,640,367	9,753,236

Fifty three per cent of coal exported (384,938 tons) was declared for Ceylon, and exports to the Straits Settlements (28 per cent) declined from 293,788 tons to 203,419 tons, but Sumatra took larger quantities and is now India's third best customer with 101,651 tons (14 per cent). Calcutta was the port of shipment for practically the whole of the exports. Shipments of bunker coal from Calcutta for use in steamers rose from 896,488 tons to 1,003,821 tons in 1907-08, but shipments coastwise to other Indian ports amounted to 2,205,532 tons—a decrease of 2 per cent on the figures for 1906-07, chiefly due to reduced consignments to Bombay.

The price of first class Jherria Bengal coal per ton f. o. r. was—

	Lowest					Highest					Average				
	₹	a.	p.	s.	d.	₹	a.	p.	s.	d.	₹	a.	p.	s.	d.
1905-06 .	2	4	0	(3	0)	3	12	0	(5	0)	2	10	6	(3	6½)
1906-07 .	3	8	0	(4	8)	6	0	0	(8	0)	4	5	5	(5	9 5/12)
1907-08 .	5	0	0	(6	8)	6	8	0	(8	8)	6	0	0	(8	0)

* Includes Bunker coal, 1,003,821 tons

Cotton—The exports of raw cotton represent 33·7 per cent of the whole value of Indian raw materials exported. The extent of the trade primarily depends of course upon the exportable surplus which in turn depends upon the general harvest in India, but the relation of textile activity in Europe and the United States to the supplies available in America and Egypt is a secondary factor of scarcely less importance. In all these respects the season of 1907-08 was very favourable, as the textile industry all over the world was unusually active, and the crop of 1906-07 which mainly furnished the exports under review was a good one. It was estimated at 22⅔ million acres with a yield of some 4,932,700 bales of 400 lbs (17,616,786 cwts) as against 21 million acres in 1905-06 with an outturn of 3,044,000 bales (10,871,428 cwts). This increase in area and yield was due to a favourable season, but the average yield per acre works out at only 88 lbs of cleaned cotton which is less than half the estimated average per acre in America.

The American crop in the last three years has been estimated as follows by the Census Bureau (in cwts) :—

1905	1906	1907
48,234,625	60,694,187	50,783,308

While the Egyptian crop handled in 1907 is reported to have been one of 6,900,000 cantars or 6,099,100 cwts.

The following are the contrasted prices of middling upland cotton at Liverpool and good Broach cotton at Bombay in the last two years in pence and decimals of a penny per lb :—

	1906-07	1907-08
In Liverpool—		
Opening	6·1	5·9
Highest	6·59	7·57
Lowest	5·29	5·66
Closing	5·97	5·69
Average	5·95	6·62
At Bombay—		
Opening	5·31	5·14
Highest	5·37	5·59
Lowest	4·8	5·04
Closing	5·14	5·14
Average	5·06	5·37

Prices, it will be seen, were on the whole somewhat higher than in 1906-07.

The net imports into the United Kingdom in 1907 exceeded those of 1906 by some 2,632,000 cwts or 16·7 per cent. This activity, however, did not extend to India, for the mill consumption in 1907-08 declined again by nearly 163,800 cwts or 2·4 per cent from 6,945,600 cwts to 6,781,800 cwts. This figure allows for wastage in manufacture and is equivalent to 1,898,900 bales of 400 lbs each which, were there no imports of foreign cotton, would absorb 38·2 per cent of the total Indian crop (1906).

The table given below shows a progressive increase in exports of Indian cotton during the last three years, both in quantity and value :—

	Exports	Value		Average declared value per cwt				
	Cwts	₹	£	₹	a	£	s.	d.
1905-06	7,399,000	21,34,15,000	14,228,000	28	13⅓	1	18	5¼
1906-07	7,401,000	21,97,85,000	14,652,000	29	11⅛	1	19	7⅛
1907-08	8,562,000	25,70,25,000	17,135,000	30	0⅓	2	0	0⅓

In the year under review there was an increase of 15·7 per cent in quantity and 16·9 per cent in value, the rise in specific value being 1·1 per cent.

The exports from different provinces were :—

	1905-06	1906-07	1907-08
	Cwts	Cwts	Cwts
Bengal	499,000	574,000	354,000
Eastern Bengal and Assam	...	...	1,000
Bombay	5,290,000	5,242,000	5,922,000
Sind	712,000	798,000	1,127,000
Madras	800,000	680,000	1,052,000
Burma	98,000	107,000	106,000
Total	7,399,000	7,401,000	8,562,000

The statement below shows the destinations of cotton during the same period :—

	1905-06	1906-07	1907-08
	Cwts	Cwts	Cwts
Japan	2,231,000	1,729,000	2,245,000
Germany	1,384,000	1,663,000	1,880,000
Belgium	1,128,000	1,102,000	1,254,000
Italy	809,000	874,000	1,060,000
Austria-Hungary	615,000	619,000	622,000
France	482,000	560,000	625,000
United Kingdom	373,000	452,000	453,000
Spain	140,000	139,000	157,000
China	185,000	166,000	135,000

It will be remarked that the bulk of the shipments goes to the Continent and the Far East, and Lancashire depends to an insignificant extent upon Indian cotton. The imports into Japan rose by 29·8 per cent, practically a return to the figures of 1905-06. Germany's purchases increased by 13 per cent, and those of Italy and Belgium by 21·3 per cent and 13·8 per cent respectively. The figures for Austria-Hungary and the United Kingdom are practically the same. In 1907-08 France took 65,000 cwts and Spain 18,000 cwts more, but China took 31,000 cwts less, than in 1906-07.

Hides and Skins, raw.—The exports of raw hides and skins represent approximately 4 per cent of the entire exports of Indian produce. Taken together the number exported amounted to 25·5 millions, valued at ₹705·18 lakhs (£4,701,000), as compared with 39·8 millions valued at ₹1089·4 lakhs (£7,263,000) in the previous year.

The following statement of the exports for the last five years shows the fluctuations in the trade, **the unit being 1,000**:—

	Hides			Skins		
	No.	₹	£	No.	₹	£
1903-04	8,261	3,16,75=	2,112	19,634	2,66,87=	1,779
1904-05	8,722	3,70,87	2,472	22,889	3,34,54	2,230
1905-06	11,532	5,23,38	3,489	31,521	4,86,49	3,243
1906-07	12,917	6,40,90	4,273	26,866	4,48,49	2,990
1907-08	8,276	4,31,98	2,880	17,202	2,73,20	1,821

The exports of **raw hides** declined by 35·9 per cent in quantity and 32·6 per cent in value: the average declared value per cwt rising by 8·2 per cent to ₹63-8-6 (£4-4-8½) per cwt. Rates continued exceptionally high during the early part of the year, but when at the close of 1907 a slump in all the home markets in the price of leather set in, that of the raw material was naturally adversely affected. Further the tanning industry in Germany was faced with a contraction to normal limits in the Russian market, which had been temporarily inflated during the war with Japan, and Germany is the principal customer for India's raw hides. Calcutta hide shippers have been charged of late with lowering the standard of their assortments by packing to price, a practice against which the present method of Hamburg arbitration gives little or no relief to tanners.

The exports of **raw skins** declined by 35·9 per cent in quantity and by 39·1 per cent in value, and there was a decline in average declared value of 8·8 per cent. The United States being India's principal market, the volume of export was greatly affected by the paralysing effect of the financial crisis upon consumption, and the prohibition with effect from August 1, 1907, of the import of hides other than dry arsenic cured except under a certificate as to disinfection from the American Consul at the place of export, caused additional uneasiness to shippers on this side.

The share of each province in this class of exports was as follows:—

Bengal (Calcutta entirely)	78·1 per cent
Burma	8·4 „
Madras	5·3 „
Sind	5·1 „
Bombay	3·1 „

The principal countries participating in the shipments during 1907-08 were as follows (**in thousands of rupees and of pounds sterling**):—

	Hides				Skins			
	Value		Percentage		Value		Percentage
	₹	£			₹	£	
Germany	1,88,12=	1,254	43·5	United States	1,99,05=	1,327	72·8
Austria-Hungary	67,16	448	15·5	United Kingdom	26,55	177	9·7
Italy	55,08	367	12·7	France	20,36	136	7·5
Spain	34,70	231	8	Germany	5,81	39	2·1
United States	30,58	204	7·1				
United Kingdom	22,71	151	5·2				

Though efforts continue to be made to convince the Indian ryot of the wanton damage done to the industry by the unnecessary branding of cattle, very little abatement of the evil can yet be recorded.

Jute.—The exports of raw jute now represent 23·6 per cent of the tota value of Indian raw produce exported as compared with 32·9 per cent in 1906-07, but at one time the year under review promised to be even more remarkable than the previous year. The estimates of area, outturn, consumption, and surplus in the last five years were as follows :—

	Area	Outturn	Estimated Indian consumption	Estimated exportable surplus
	Acres	Cwts	Cwts	Cwts
1903-04	2,214,000	25,861,000	11,726,000	14,135,000
1904-05	2,850,000	26,429,000	12,405,000	14,024,000
1905-06	3,128,000	29,421,000	14,427,000	14,994,000
1906-07	3,483,000	32,598,000	12,256,000	20,342,000
1907-08	3,883,000	34,235,000	15,000,000	19,235,000

On the basis of the latest figures 83·4 per cent of this monopoly crop is grown in Eastern Bengal and Assam and the balance in Bengal.

Jute is distinguished from certain other Indian crops in that the bulk of the harvest is moved in the statistical year in which it is grown. The shipments of 1907-08, therefore, include the major part of the exportable surplus of the 1907 harvest. The growth of the export trade is shown by the following statement, **the unit being 1,000**:—

	Quantity	Centesimal variations	Value		Average value per cwt	
			₹	£	₹	£
	Cwts					
1903-04	13,721	+ 5·3	11,71,81 =	7,812	8·54 =	·57
1904-05	12,875	— 6·2	11,96,56	7,977	9·29	·62
1905-06	14,480	+ 12·5	17,12,57	11,417	11·83	·79
1906-07	15,970	+ 10·3	26,83,87	17,892	16·81	1·12
1907-08	14,192	— 11·1	17,97,28	11,982	12·66	·84

During the year 1907-08 prices (per bale of 400 lbs) in the 1st week of each month were as follows :—

	₹	£	s.	d.		₹	£	s.	d.
1907 April	63-0	(4	4	0)	1907 October	42-8	(2	16	8)
„ May	60-0	(4	0	0)	„ November	43-8	(2	18	0)
„ June	53-0	(3	10	8)	„ December	36-0	(2	8	0)
„ July	48-0	(3	4	0)	1908 January	36-0	(2	8	0)
„ August	42-8	(2	16	8)	„ February	34-0	(2	5	4)
„ September	40·8	(2	14	0)	„ March	38-0	(2	10	8)

The movement in prices was generally downward, but the great decline both in jute and jute fabrics dates from the last week of July, when the rates quoted for 9 and 11 Porter Hessians were about 25 per cent lower than those quoted in Dundee at the same time for the same classes of goods. After a temporary recovery and brisker markets in October and November there was again a sharp decline, and though in May 1908 this was made good, prices are now ₹14 a bale lower than at the same time last year. The average, however, of the year is ₹44-12 which is greater by 9·3 per cent than the average of the previous five years.

During the year under review the United Kingdom took 5,456,579 cwts or 38·4 per cent of the total exports of jute as against 6,857,596 cwts in the previous year. Germany took 2,957,022 cwts or 20·8 per cent of total exports as against 3,459,790 cwts in 1906-07. The United States took 1,981,455 cwts or 14 per cent, France 1,746,374 cwts or 12·3 per cent, Austria-Hungary 907,116 cwts or 6·4 per cent, Spain 389,423 cwts or 2·7 per cent, and Italy 545,060 cwts or 3·8 per cent. Calcutta shipped 88·8 per cent of the total and Chittagong 10·5 per cent, the balance being accounted for by shipments of Bimlipatam jute (*Hibiscus Cannabinus*) from Madras ports.

Allegations of the watering and adulteration of jute are less frequent, but Dundee has complained latterly of the amount of root left in the fibre which may require the organisation of a new department in the mills to deal with.

Seeds—The exports of **seeds**, of which all but an insignificant fraction are oilseeds, represent 22·1 per cent of the entire exports of Indian raw produce. They amounted to 23,185,000 cwts in 1907-08 with a value of R16·81 crores (11·2 millions sterling), which marks an increase of 3,449,000 cwts or 17·5 per cent in quantity and of R379·35 lakhs (£2,529,000) or 29·1 per cent in value and a rise of 9·9 per cent in specific value. The figures for the last five years have been as follows :—

	Cwts	R	£
1903-04 . . .	24,681,000	14,51,58,000=	9,677,000
1904-05 . . .	26,874,000	14,41,08,000	9,607,000
1905-06 . . .	17,576,000	10,60,92,000	7,073,000
1906-07 . . .	19,736,000	13,02,17,000	8,681,000
1907-08 . . .	23,185,000	16,81,52,000	11,210,000

It will be noted that, while the quantity falls short of the record figures of 1904-05 by 13·7 per cent, the total value of exports in 1907-08 is greater by 16·7 per cent. As compared with 1906-07, the increase is one of 17·5 per cent in quantity, 29·4 per cent in total value, and about 9·8 per cent in specific value. The quantities and values of the principal descriptions of seeds exported are shown below :—

	1905-06			1906-07			1907-08			Percentage (values) to exports of raw produce
	Cwts	R	£	Cwts	R	£	Cwts	R	£	
Linseed . . .	5,789	4,11,55=	2,744	4,379	3,25,98=	2,173	6,198	4,78,67=	3,191	6·3
Rape . . .	1,994	1,21,79	812	3,729	2,46,71	1,645	5,343	4,32,56	2,884	5·7
Cotton . . .	3,891	1,02,18	681	4,388	1,29,91	866	4,250	1 31,60	877	1·7
Sesamum . . .	1,685	1,46,93	980	2,741	2,53,80	1,692	1,553	1,69,17	1,128	2·2
Groundnut . . .	1,374	86,86	579	1,725	1,25,55	837	1,524	1,17,89	785	1·5
Castor . . .	1,299	78,67	524	1,505	1,14,17	761	1,994	1,51·78	1,012	2
Poppy . . .	797	60,22	401	803	65,77	438	1,257	1,25,21	835	1·6
									TOTAL	21

Of the total, Bombay shipped R867·1 lakhs (£5,781,000) or 51·6 per cent, Bengal R395·61 lakhs (£2,637,000) or 23·5 per cent, Sind R227·46 lakhs (£1,516,000) or 13·5 per cent, and Madras R176·52 lakhs (£1,177,000) or 10·5 per cent.

Linseed goes chiefly to the United Kingdom R167·37 lakhs (£1,116,000), France R129·07 lakhs (£860,000), Germany R60·43 lakhs (£403,000), and Italy R45·64 lakhs (£304,000).

The largest buyers of **rapeseed** are Germany R126·83 lakhs (£845,000), the United Kingdom R51·99 lakhs (£347,000), Belgium R135·69 lakhs (£905,000), and France R101·14 lakhs (£674,000).

Sesamum and poppyseed are shipped mainly to France R63·27 lakhs (£421,700) and R56·21 lakhs (£374,700) respectively, and to Belgium R46·35 lakhs (£309,000) and R54·32 lakhs (£362,100) respectively, **cotton-seed** to the United Kingdom R111·89 lakhs (£746,000), **castor seed** to the United Kingdom 85·54 lakhs (£ 570,000), and **ground nuts** to France 99·16 lakhs (£661,000).

Of **Linseed** the outturn in 1906-07 was estimated at 8,504,000 cwts of which only about 73 per cent was shipped. The market was not as strong as

that for certain other products, but India's exports increased by 41·6 per cent in quantity and by 46·8 per cent in value.

Of **Rapeseed** the total estimated outturn in India in 1906-07 was 21,062,000 cwts, the bulk being consumed in the country itself. The exports increased by 42·3 per cent in quantity and by 75·3 per cent in value, and the specific value rose by 22·4 per cent, thus more than recovering the ground lost in 1905-06.

The **Sesamum** crop was smaller than usual and the internal demand for the seed intensified by the enhanced price and enlarged export of rapeseed, and the exportable surplus was, therefore, considerably below the figures of 1906-07, though above those of 1905-06. The decline was one of 43·3 per cent in quantity and of 33·3 per cent in value, the rise in specific value being 17·6 per cent.

Cotton seed almost maintained its position in the Western markets as compared with the previous year's record figures of 4,387,540 cwts, while the value actually shews an advance from R129·91 lakhs (£866,000) to R131·6 lakhs (£877,000) equivalent to a rise in specific value of 4·7 per cent. The shipments to the United Kingdom represent 85·7 per cent of the whole exports of cotton seed, though the total declined from 4,015,900 to 3,643,500 cwts, while Egypt nearly trebled her demand from 165,140 to 476,600 cwts in 1907-08.

The exports of **Poppy seed** increased by 56·5 per cent in quantity and by 90·4 per cent in value, and a rise of 21·6 per cent in specific value. The actual figures are 1,256,562 cwts and R125·21 lakhs (£835,000), as compared with 802,600 cwts and R65·77 lakhs (£438,500) in 1906-07.

The exports of **Castor seed** increased by 32·5 per cent in quantity and by 32·9 per cent in value, the declared value being practically unchanged.

The exportation of **Ground nuts** declined by 11·6 per cent in quantity and 6·1 per cent in value, but in making deductions from these figures it must be remembered that a varying proportion of the exports of ground nuts from India is shipped from the French port of Pondicherry and so escapes registration in the trade of India. In 1906-07 the exports from Pondicherry amounted to 879,080 cwts with a value of R70·13 lakhs (£467,500) as against 672,460 cwts with a value of R43·64 lakhs (£291,000) in 1905-06.

Silk—India's position as a producer of silk is altogether unworthy of her potentialities. Her silk manufactures are unprogressive, and though the **exports** of **raw silk** shew a negligible decrease in quantity, the values have receded from R 68·65 lakhs (£458,000) in 1906-07 to R 63·78 lakhs (£425,000), equivalent to a decline in specific value of 7·1 per cent. In **reeled mulberry silk** there was a loss of 2 per cent in the average value, and exports declined by 5 per cent in quantity and by 7·8 per cent in value—from 753,664 lbs and R58·71 lakhs (£391,000) in 1906-07 to 716,134 lbs and R54·14 lakhs (£361,000) in 1907-08. In this section (reeled silk), therefore, there was an over-all decline of 2·1 per cent in specific value. Bengal dropped from 634,982 lbs and R50·13 lakhs (£334,000) to 512,142 lbs and R41·34 lakhs (£275,600), while Bombay, after several successive years of retrogression, improved her contribution to 217,391 lbs valued at R13·3 lakhs (£88,700), or by 59·9 per cent in quantity and by 44·2 per cent in value, but did so only at a further loss in average value which has been the feature of her trade in this commodity in recent years. Bengal's decline was one of 19·3 per cent in quantity and 17·5 per cent in value.

The distribution of the exports of **reeled silk** (mulberry and wild) was as follows :—

	1906-07			1907-08		
	lbs	₹	£	lbs	₹	£
To United Kingdom .	210,823	17,98,072	=119,871	219,712	16,69,993	=111,333
„ France . .	487,073	34,80,297	232,020	466,849	34,11,345	227,423
„ United States .	47,610	4,24,877	28,325	29,072	2,63,680	17,579
„ Other countries .	32,148	2,35,480	15,699	15,100	1,22,192	8,146

The exports of **Waste Silk** (*Chasam*), 31·6 per cent of which was wild silk, increased in quantity to 1,093,384 lbs but declined in value to ₹7·9 lakhs (£53,000). The average declared value per lb, therefore, declined from 12·5 annas (1*s* 0½*d*) to 11·5 annas (11½*d*). The exportation of **Cocoons** (the majority being 'wild') increased to 119,009 lbs and ₹1·21 lakhs (£8,000). The average value slightly advanced.

Teak Timber—The total exports of teak declined by 10·5 per cent in quantity to 39,539 cub. tons and in value by ·2 per cent to ₹61·35 lakhs (£409,000). The average price in Calcutta of teak was maintained at the 1906-07 level (₹122-127—£8-2-8 to £8-9-4—per ton of 50 cub. ft.) but the year closed with prospects of a decline in sympathy with the world's market for timber, unless the intensified internal demand, which is shown by the increase of 22·5 per cent in the shipments from Burma to India proper, bringing the total value to ₹98·83 lakhs (£658,866), is maintained.

The value of **Sandalwood** exported during 1907-08 amounted to ₹12·07 lakhs (£80,500). This is a Government monopoly in Mysore and forms one of the principal items of the State's receipts. The chief foreign markets are Germany, France, and the United States.

Wool—In the first six months of 1907-08 the world's markets were strong, and in September owing to a temporary shortage of raw material prices were unduly inflated, but unfortunately for shippers the American financial panic occurred just when the abundant new supplies of Colonial wool were coming upon the market, and, in spite of large withdrawals at auction, prices fell very sharply and up to the close of the year had not made any marked recovery. There was some falling-off in the supply of E. I. wool which may have tended to protect India to some extent from the decline in prices, but greater discrimination was shewn in the rejection of dirty parcels, the prices for which were irregular and often extremely low.

After four years of progressive increases the total exports from India fell from 45·9 million lbs, value ₹242·65 lakhs (£1,618,000), to 39·8 million lbs, value ₹210·34 lakhs (£1,402,000). Thus there was a fall of about 13·3 per cent both in quantity and in value, the specific value in 1907-08 being practically unchanged (8·5 annas-8½*d*-per lb). The United Kingdom took wool to the value of ₹204·84 lakhs (£1,366,000) as against ₹232·09 lakhs (£1,547,000) in 1906-07, the United States ₹2·42 lakhs (£16,000) as against ₹5·58 lakhs (£37,000) in 1906-07, while Japan fell away from ₹2·45 lakhs (£16,000) to ₹1·99 lakhs (£13,000). Re-exports of foreign wool, however, chiefly to the United Kingdom, showed a further substantial advance at ₹32·76 lakhs (£218,000), as against ₹29·59 lakhs (£197,000) in the previous year.

The **other principal raw materials** exported have, in the last three years, been as follows :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Animal bones	49,78,778=	331,919	55,45,241=	369,683	54,45,034=	363,002
Bristles and fibre	21,51,028	143,402	17,68,930	117,929	15,44,535	102,969
Caoutchouc	12,82,129	85,475	11,18,487	74,566	5,78,397	38,560
Hemp	54,19,756	361,317	68,73,395	458,226	80,63,544	537,570
Horns	17,49,944	116,663	16,91,532	112,769	16,49,769	109,985
Lac (stick and seed)	7,79,613	51,974	12,86,242	85,749	20,59,704	137,314
Mica	23,94,314	159,628	38,24,988	254,999	34,22,420	228,161
Oil-cake, fodder, and manure	68,98,380	459,892	75,99,121	506,608	75,17,393	501,160
Rice-bran	55,41,825	369,455	49,35,551	329,037	87,82,418	585,495

Of these rice-bran, hemp, and oil-cakes are the most important items. **Rice-bran** increased by ₹38·47 lakhs (£256,000) or 78 per cent. The trade in **hemp** rose by ₹11·9 lakhs (£79,000) or 17 per cent, but that in **oil-cakes** declined by ₹·82 lakh (£5,500) or 1·1 per cent. This item consists chiefly of castor and groundnut shipped to the Straits for manurial purposes. A decline of ₹1 lakh (£6,700) or 1·8 per cent occurred in **Bones.** Under **Bristles and fibre for brushes and brooms** (chiefly palmyra) there was a decline of ₹2·24 lakhs (£15,000), owing to reduced shipments from Tuticorin and Coconada, and under **Horns** of ₹·42 lakh (£2,800). The remainder forms a group of articles in which modern industries are much interested. The exports of **Mica** fell short of the previous year's figures by ₹4·02 lakhs (£27,000) or 10·5 per cent. The continuous advance in the total value of **stick-lac** exported is striking, the figures for 1907-08 represent an advance of 323·2 per cent on those for 1904-05, accompanied by a rise in specific value of 44·8 per cent. In **Caoutchouc** there was a marked decline in value equivalent to 48 per cent, partly due to the fall in price of Para rubber, which governs this market, but the quantity exported declined by 33·4 per cent to 2,990 cwts as compared with 4,489 cwts in 1906-07.

VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED

It should be remembered that many articles which strictly are manufactured or partly manufactured are included in the returns under other heads, for example, milled-rice, wheat-flour, coffee, and tea are found under "Articles of food and drink," machinery is included in the group "Metals," saltpetre in "Chemicals," opium and tobacco in "Narcotics," indigo in "Dyes," and vegetable and mineral oils under the group "Oils." The group "Articles manufactured and partly manufactured" in fact is not a complete measure of India's industrial export, but only contains such manufactured and partly manufactured articles as cannot be included under one or the other main groups of articles.

The statement below shows the comparative value for the past five years of each principal class in this group, **the unit being 1,000:**

	1903-04		1904-05		1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£	₹	£	₹	£
Jute goods	9,46,92 =	6,313	9,93,88=	6,626	12,44,80 =	8,299	15,71,62 =	10,477	18,29,76 =	12,198
Cotton yarn and goods	10,47,23	6,982	11,64,32	7,762	14,42,55	9,617	12,16,82	8,112	10,76,66	7,178
Tanned hides and skins	3,09,88	2,066	2,85,17	1,901	3,65,84	2,439	4,45,12	2,967	3,89,97	2,600
Lac	2,67,99	1,787	2,98,23	1,988	3,10,21	2,068	3,37,11	2,247	3,87,71	2,585
Coir	47,90	319	51,65	344	54,16	361	56,00	373	53,64	358
Woollens	27,42	183	22,57	151	20,75	138	22,93	153	27,19	181
Apparel	21,99	147	18,78	125	19,42	129	19,57	130	20,24	135
Candles	9,05	60	9,48	63	16,53	110	14,21	95	15,48	103
Silks	8,32	55	7,30	49	7,15	48	6,86	46	8,31	55

The most noticeable feature in this table is perhaps the decline of ₹140·16 lakhs (£934,000) or 11·5 per cent in **Cotton Yarns and Goods**. This was due in part to the strong internal demand for Indian goods and should be compared with the figures relating to the imports of cotton goods. The disorganisation of the trade with the Further East, particularly with China, also contributed to the fall, more particularly in recent months. The increase of ₹258·14 lakhs (£1,721,000) in **jute goods,** equivalent to an expansion of 16·4 per cent in one year, though chiefly due to a rise in specific values, is sufficiently striking, but it would have been even larger if prices had not fallen in the latter part of the year. The South American demand continues to intensify.

Under **Tanned Hides and Skins** the decrease of total value was one of ₹55·15 lakhs (£368,000), but **Lac** increased by ₹50·59 lakhs (£337,000). Deductions of increased economic activity from the rise of ₹1·27 lakh (£8,500) in the exports of **Candles** are vitiated by the advance of ₹1·54 lakhs (£10,300) in the imports of that article. There has been a satisfactory advance of ₹4·26 lakhs (£28,400) in the exports of **Woollens**, and a small but welcome increase in the exports of **Silk** from ₹6·86 lakhs (£45,700) to ₹8·31 lakhs (£55,400) after five years' progressive decline.

Cotton goods—The decline in the exports of **Cotton Manufactures** from the level of 1905-06, which was noticed in last year's review, continued in 1907-08. The contraction in the exportable surplus of yarn is sufficiently explained by a remarkable advance in the output of the looms, particularly in Bombay and the United Provinces, and for cloth there is undoubtedly an intensified internal demand as is illustrated by increased shipments of cotton piecegoods from the Bombay Presidency to other provinces. The inward movement of cotton manufactures by rail from Bombay, however, shows a slight decrease on the figures of the previous year (421,763 maunds against 454,949 maunds). The figures for the past three years are as follows, **the unit being 1,000 :—**

	1905-06			1906-07			1907-08		
	yds	₹	£	yds	₹	£	yds	₹	£
To Bengal .	35,518	57,93 =	386	39,947	62,29 =	415	86,140	1,53,66 =	1,024
„ Sind .	119,579	1,62,01	1,080	109,902	1,59,50	1,063	136,127	2,03,80	1,359
„ Madras .	2,175	4,01	27	1,957	3,51	23	2,872	5,13	34
„ Burma .	11,884	19,72	131	8,767	15,70	105	9,889	18,49	123
„ Indian Ports, not British .	3,995	5,85	39	3,941	5,68	38	3,973	6,57	44
TOTAL .	173,151	2,49,52	1,663	164,514	2,46,68	1,644	239,001	3,87,65	2,584

The following statement shows the quantities and values of yarns and piecegoods produced and exported to foreign countries in the last five years, **the unit in all cases being 1,000 :—**

	Yarns (lbs)			Piecegoods (yards)		
	Production	Export	Percentage of export to production	Production	Export	Percentage of export to production
1903-04 . .	578,759	253,474	43·6	460,544*	75,815	9·2
1904-05 . .	578,381	247,855	42·8	549,529*	87,456	9·6
1905-06 . .	680,918	297,634	43·7	564,990*	91,975	9·9
1906-07 . .	653,700	243,517	37·2	708,140	76,699	10·8
1907-08 . .	638,295	215,576	33·8	808,426	74,128	9·2

Yarn represents 83·3 per cent of the total value and shews a net decrease of ₹142·35 lakhs (£949,000) or 13·7 per cent on the figures for the

* Relates to grey and bleached piecegoods only and the percentage of export to production for those years has been calculated on those classes of goods

previous year. The quantitative decrease in the exports of yarn from India was 11·5 per cent so that there was a fall of 2·5 per cent in specific value. The exports to China representing 74·3 per cent of total value, as against 91·4 per cent in 1906-07, fell from R949·85 lakhs (£6,332,000) to R666·55 lakhs (£4,444,000), a decline of 29·8 per cent on the figures for the previous year. Similarly the value of exports from the United Kingdom to China fell from £305,891 in 1905 and £243,106 in 1906 to £207,365 in 1907. Fluctuations in exchange upset the trade which was further burdened with some accumulation of previous years' stocks, and the indigenous production of China, thanks to vigorous official dry-nursing, seems to be increasing at a rate which portends the eventual closing of this market to foreign imports. The estimated production of 28 mills in China in 1907 amounted to 450,000 bales of yarn as compared with receipts from India of 428,000 bales and 11,000 bales from the United Kingdom. In view of these facts it is satisfactory to record that the trade with countries other than China shows a welcome increase of some R140·94 lakhs (£940,000).

The trade with the Levant continues to respond in an encouraging way to the efforts made, chiefly by Bombay, to capture that market. The figures for Levantine ports rose from 2,896,340 lbs to 8,944,280 lbs in the year under review and to ports in Turkey in Europe from 342,830 lbs to 1,925,784 lbs. Trade with the Turkish ports in the Persian Gulf fell from 2,420,280 lbs to 1,341,160 lbs, but the total for the Ottoman Empire is 12,211,224 lbs against 5,659,450 lbs in 1906-07. The Egyptian demand advanced from 1,564,710 lbs to 3,017,176 lbs in 1907-08.

The principal foreign markets for Indian cloth are East Africa, Aden, Ceylon, and the Straits. The exports of **Piecegoods** decreased by R1·62 lakh (£11,000) or one per cent, which is ascribed to a strong internal demand. The quantitative decrease was one of 3·4 per cent, so there was a rise of 2·5 per cent in specific value.

The exports of **Grey goods** amounted to 39,433,666 yards with a value of R59·74 lakhs (£398,000), as against 42,218,822 yards and R61·28 lakhs (£408,500) in 1906-07. This represents 36·5 per cent of the total value of piecegoods and marks decrease of 6·6 per cent in quantity and 2·5 per cent in value with a rise of 4·4 per cent in specific value. The shipments of grey goods to China was 926,170 yards with a value of R1·19 lakh (£8,000), as against 995,866 yards and R1·34 lakh (£9,000) in 1906-07, the decline being 7 per cent in quantity and 11·2 per cent in value.

Coloured goods decreased slightly in value by ·6 per cent to R101·98 lakhs (£680,000) but increased by ·3 per cent in quantity to 34,320,000 yards.

Dyed and printed cloths go mainly from Madras and Bombay to the Straits, Aden, Ceylon, and the Philippines, and the shipments in 1907-08 from the two ports named had a value of R71·68 lakhs (£478,000) and R29·47 lakhs (£196,000) respectively.

The number of **cotton mills** at work in British India on the 31st March 1908 was 224, of which 181 were joint stock concerns with a capital of £563,520 and R13·4 crores or £9,511,869 in all. There were registered during the twelve months ending March 1908, 13 new textile concerns with a nominal capital of R128·25 lakhs (£855,000) and new capital to the extent of R95 lakhs or £633,000 was raised by existing companies. It is estimated that there were at the close of the official year 5,764,346 spindles and 65,741 looms in position. The additions to

plant in 1907-08 amounted to 218,058 spindles and 6,142 looms. Of the spindles 4,106,281 were in Bombay, 410,541 in Bengal, and 307,664 in Madras. Of the looms 52,436 were in Bombay, 781 in Bengal, and 1,748 in Madras.

In the past ten years the number of looms has increased by nearly 76 per cent against 29 per cent for spindles.

The following statement shows for each of the last five years the spinning and weaving plant in position, the production of yarn and of cloth, and the average monthly production per spindle and per loom :—

	Spindles No.	Yarn production lbs	Average monthly production per spindle lbs	Looms No.	Cloth production lbs	Average monthly production per loom lbs
1903-04 .	5,167,608	578,759,075	9·3	45,281	138,044,172	254
1904-05 .	5,196,432	578,381,275	9·3	47,305	158,746,555	280
1905-06 .	5,293,834	680,918,581	10·7	52,281	163,880,194	261
1906-07 .	5,546,288	653,700,460	9·8	59,599	165,767,858	232
1907-08 .	5,764,346	638,295,115	9·3	65,741	189,051,729	240

As regards prices, T-cloths which had declined in 1906-07 from as. 10 to as. 9 per lb, never rose above as. $9\frac{3}{32}$ during the year, and closed at as. $9\frac{1}{16}$ per lb. The average value of yarn was as. $6\frac{1}{2}$ per lb as compared with as. $6\frac{29}{32}$ in 1906-07. The prices of the raw material have been discussed elsewhere.

Jute goods—The exports of **Jute Manufactures** in the three years ending 1905-06 represented 34·4 per cent of the total exports of Indian manufactured articles. In 1906-07 the percentage rose to 41·5 per cent and in 1907-08 to 46·6 per cent.

The following statement shows for the last five years the quantity and value of the exports of various classes of goods, **the unit being 1,000** :—

		1903-04	1904-05	1905-06	1906-07	1907-08
Bags , .	No.	206,208	201,436	233,326	257,683	293,029
	₹	4,56,47	4,75,54	6,07,84	7,34,72	8,47,51
	£	3,043	3,170	4,052	4,898	5,650
Cloth .	Yards	552,320	575,512	658,671	696,068	789,856
	₹	4,84,53	5,11,61	6,30,5›	8,25,87	9,69,29
	£	3,230	3,411	4,203	5,506	6,462
Value of all sorts	₹	9,46,92	9,93,89	12,44,80	15,71,62	18,29,76
	£	6,313	6,626	8,299	10,477	12,198

Judged by this remarkable advance, the year would appear to have been one of unexampled prosperity for the mills which increased the number of their looms by 7·5 per cent and of their spindles by 7·9 per cent. In the early part of the year, however, the industry was to some extent handicapped by a rise in the cost of the raw material, and when the fall of prices came, it was accompanied by such a restricted demand for the finished article that stocks began rapidly to accumulate, and short time was agreed upon in March, as the only way to meet the difficulty. Though the margin of profit was low, the mills were kept busy for six months with an astonishingly active export trade: for after short shipment of wheat in the two previous years the 1907 crop exceeded expectations and a bumper wheat and good maize harvest in the Argentine Republic required enhanced supplies of gunnies and cloth. This to some extent explains why the consumption of raw material in Indian mills is believed to have exceeded by 22·4 per cent the figures of the previous year.

The exports of **Bags** increased by 13·7 per cent in quantity and 15·3 per cent in value, the enhancement of specific value being 1·4 per cent. **Cloth** increased by 13·5 per cent in quantity and 17·4 per cent in value, the rise in specific value being 3·4 per cent. Judged by export declarations the specific value of the raw material fell by 24·6 per cent. This would appear to contradict the presumption of reduced profits, but it must be remembered that the bulk of the newly harvested fibre came on to the market, when the depression caused by the American crisis was at its height, and the fabrics exported in 1907-08 were in the main manufactured of jute grown in the previous year.

Bags—The largest buyer of Indian jute fabrics is the United States which, because of her heavy import duty on made bags, takes her supplies mainly as cloth. In 1907-08, however, she took bags to the value of R79·79 lakhs (£532,000) as against R48·27 lakhs (£322,000)—an increase in value equivalent to 65·3 per cent. The largest single buyer of bags is Australia which increased her demand by 8 per cent to R170·79 lakhs (£1,139,000) as against R158·18 lakhs (£1,054,000) in 1906-07. The new tariff increases the import duty from 10 to 15 per cent *ad valorem*.

The growth of nearly 15 per cent in the exports of bags to the United Kingdom, which rose to R109·11 lakhs (£727,000) from R94·9 lakhs (£633,000), has to be set off against a decline in the value of exports of cloth equivalent to 37·3 per cent. The exports of bags to Chile rose to R58·53 lakhs (£390,000) or by 20·5 per cent, but to Peru declined from R12·38 lakhs (£82,500) to R10·46 lakhs (£70,000) or by 15·5 per cent. Egypt also declined from R49·39 lakhs (£329,000) to R42·33 lakhs (£282,000) and China from R45·27 lakhs (£302,000) to R21·47 lakhs (£143,000), while the West Indies with R35·16 lakhs (£234,000) scarcely maintained the increased demand of the two previous years.

The Straits Settlements, which form an important distributing centre, declined to R61·74 lakhs (£412,000) as against R66·87 lakhs (£446,000), which may be explained by an increase in direct shipments to Indo-China from R19·24 lakhs (£128,000) to R41·18 lakhs (£275,000) or by 114 per cent, to Java from R7·65 lakhs (£51,000) to R21·87 lakhs (£146,000) or 186 per cent, and to Siam from R9·05 lakhs (£60,000) to R17·85 lakhs (£119,000) or 97 per cent, to serve the growing export trade in rice. Cape Colony with R17·02 lakhs (£113,000) bettered her position by some R1·45 lakh (£10,000) and Natal with R16·93 lakhs (£113,000) rose by R6·26 lakhs (£42,000) or by 58·7 per cent. Germany took R26·32 lakhs (£175,000) as against R14·29 lakhs (£95,000) in 1906-07 and Belgium rose by R5·72 lakhs (£38,000) to R14·99 lakhs (£100,000). Turkey in Asia increased her purchases to R20·03 lakhs (£133,000), while shipments to Turkey in Europe declined to R6·1 lakhs (£41,000), the total increase for Turkey being R97,000 (£6,500).

Cloth—The exports of **Cloth** increased from R825·87 lakhs (£5,506,000) to R969·29 lakhs (£6,462,000). Of this the United States took 60·3 per cent with a value of R584·85 lakhs (£3,899,000) as against R539·48 lakhs (£3,597,000) in 1906-07—an increase of 8·4 per cent. The shipments of cloth to the Argentine rose from R128 lakhs (£853,000) to R240·91 lakhs (£1,606,000) or by 88·2 per cent in value, but the value of bags taken fell from R4·38 lakhs (£29,000) in 1906-07 to R1·65 lakhs (£11,000). The shipments to the United Kingdom, which are mainly for distribution, are much below those of the previous year, the figures for the past three years being R42·87 lakhs (£286,000) in 1905-06, R81·43 lakhs (£543,000) in 1906-07, and R51·09 lakhs (£341,000)

in 1907-08. China took R4·39 lakhs (£29,000) as against R25·19 lakhs (£168,000) in 1906-07 and Australia R30·66 lakhs (£204,000) instead of R21·01 lakhs (£140,000) in 1906-07.

Silk goods—The exports of **Silk Manufactures** shew a percentage increase of 21·1 over the figures of 1906-07, but even now amount to only R8·31 lakhs (£55,400). The exports are chiefly tissues woven in Bengal and Burma from indigenous silks. Elsewhere the industry depends mainly upon internal markets and will continue to do so while it remains scattered and unorganized. It is satisfactory to record efforts that are being made, as in Benares and Madura, to develop it on the lines of co-operation between the weavers.

Woollens—Exports of **Woollen Manufactures** increased by 18·6 per cent to R27·19 lakhs (£181,000). **Carpets and Rugs** continue by far the most important class and represent some 90 per cent of the total. A total value of R24·4 lakhs (£163,000) represents an advance of 16·8 per cent on the figures of the previous year; the share of the United Kingdom being R18·24 lakhs (£122,000) and of the United States R4·72 lakhs (£31,000). **Piecegoods** and other miscellaneous manufactures, despite increased internal requirements, advanced by 37·4 per cent to a value of R2·79 lakhs (£18,600), but these figures are still considerably short of those for 1904-05, namely, R3·7 lakhs (£24,700).

The export of **Apparel** in 1907-08 rose to R20·24 lakhs (£135,000) and mark an advance of R67,000 (£4,500) on the figures for 1906-07. **Boots and Shoes,** which form the most important sub-head in this class, increased from R4·68 lakhs (£31,000) to R5·57 lakhs (£37,000). The trade with China shews a slight increase from R13,500 (£900) to R15,900 (£1,060), but is capable of infinitely greater development, if local predilections are carefully studied—more especially if the price of leather remains, as at present, low. Re-exports of foreign boots and shoes amounted to R35,304 (£2,354), as against R49,551 (£3,303) in 1906-07.

Coir—The exports of coir-matting and other manufactures of coir, the trade in which is almost entirely confined to the Malabar Coast of Madras, continue their steady growth. Their value amounted in 1907-08 to R53·64 lakhs (£358,000), of which the United Kingdom took R14·03 lakhs (£93,500), Germany R19·54 lakhs (£130,000), Belgium R5·30 lakhs (£35,000), France R4·49 lakhs (£30,000), Holland R3·30 lakhs (£22,000), and the United States R2·45 lakhs (£16,000). There was a rise in specific value of 5·9 per cent.

Hides and Skins, tanned—The export under these heads during the past five years has been as follows:—

	Tanned Hides			Tanned Skins		
	Cwts	R	£	Cwts	R	£
1903-04	102,625	61,45,989	=409,733	161,869	2,48,42,770	=1,656,185
1904-05	123,390	82,52,052	550,137	139,214	2,02,65,121	1,351,008
1905-06	201,982	1,54,80,070	1,032,005	138,898	2,11,04,250	1,406,950
1906-07	219,855	1,72,96,337	1,153,089	150,465	2,72,16,204	1,814,414
1907-08	131,532	1,05,52,045	703,470	151,784	2,84,45,273	1,896,352

The exports of **tanned hides** in the year under review declined by 40·2 per cent in quantity and 39 per cent in value, the rise in specific value being nearly 2 per cent. Supplies were short, and rates should have been even better, but declined in sympathy with the European leather market towards the close of the year. The average value per cwt was R80-3-6 (£5 6*s.* 11½*d.*).

The increase in the export of **tanned skins** was one of ·9 per cent in quantity and 4·5 per cent in value, the specific value per cwt having risen by

3·6 per cent to R187-7-4 (£12 9*s.* 11⅓*d.*), but the group being composite, it would be unsafe to rely too much upon fluctuations in average rates.

The quantities of **tanned hides, goat skins, and sheep skins** shipped to different principal countries during the past two years have been as follows:—

	Hides		Sheep skins		Goat skins	
	1906-07	1907-08	1906-07	1907-08	1906-07	1907-08
	cwts	cwts	cwts	cwts	cwts	cwts
United Kingdom .	202,112	126,132	42,450	46,938	69,456	73,102
United States .	13,957	1,265	13,894	11,181	13,280	8,128
Germany . .	1,508	2,163	...	...	...	...
Egypt . . .	1,393	1,079	...	4	...	6
Straits Settlements .	219	65	2,881	5,402	128	26
Belgium . .	...	...	85	165	396	661
Japan . . .	...	...	2,192	2,447	430	368

The United Kingdom received 95·9 per cent of tanned hides and 80·7 per cent of tanned skins, and continues a distributing agent for both the Continental and American markets.

In 1907 the United Kingdom received from India, according to the Board of Trade returns, 290,952 cwts of leather, against 354,877 cwts in 1906 and 297,566 cwts in 1905.

The export trade is almost entirely through the ports of Madras and Bombay. The former ships 86·7 per cent of tanned hides and 71·4 per cent of tanned skins, and Bombay 13·1 and 26·7 per cent, respectively.

Lac has risen continuously in price in recent years in sympathy with increased external demand, and though there is no immediate likelihood of India losing her place as the chief source of supply, the more scientific cultivation and harvesting of the crop has for some time past been engaging the attention of the Forest department. Unfortunately much of the lac comes from forests in Native States where no agency for conservancy and development at present exists.

Shellac and button-lac represent the manufactured article, stick and seed-lac the raw material, but the distinction is somewhat unreal and the trade is not so distinct as to justify separate treatment. The figures of quantities and values exported during the last three years are as under:—

	1905-06			1906-07			1907-08		
	Cwts	₹	£	Cwts	₹	£	Cwts	₹	£
Shellac .	217,593	2,64,53,774	= 1,763,585	205,473	2,89,75,551	= 1,931,704	278,338	3,32,38,167	= 2,215,878
Button-lac .	41,851	44,41,287	296,086	37,117	44,45,914	2,96,394	39,512	46,80,489	312,032
Total .	259,444	3,08,95,061	2,059,671	242,590	3,34,21,465	2,228,098	317,850	3,79,18,656	2,527,910
Stick and seed-lac .	11,004	7,79,613	51,974	15,188	12,86,242	85,749	22,740	20,59,704	137,314

It may be assumed that a given quantity of stick and seed-lac yields in the factory half that quantity of shell or button-lac.

There has been a quantitative rise of 35·5 per cent in shellac accompanied by an increase of 14·7 per cent in total value, and in button-lac of 6·4 per cent in quantity and 5·3 per cent in value. Together the two increased by 31 per cent in quantity and by 13·5 per cent in value, the difference marking a decrease in specific value by 13·4 per cent. On the other hand, crude material, stick-lac and seed-lac, increased by 49·7 per cent in quantity and 60·1 per cent in total value, equivalent to a rise of 6·9 per cent in specific value, but conclusions deduced from declared values in the case of exports not subject to duty are notoriously unsafe.

The highest price for shellac (T. N.) in the year under report was R156·5 (£10 8*s.* 8*d.*) per cwt in April 1907 and the lowest R68 (£4 10*s.* 8*d.*)in November 1907. These shew a much wider range of prices than the maximum and minimum in the previous year, which were R155·3 (£10 6*s.* 11*d.*) and R126·9 (£8 9*s* $2\frac{2}{5}$*d.*) respectively.

The United States continued the principal buyer of the manufactured article and took lac to the value of R134·45 lakhs (£896,000) in 1907-08 against R167·95 lakhs (£1,120,000) in 1906-07. Shipments to the United Kingdom increased from R91·47 lakhs (£610,000) to R119·02 lakhs (£793,000), while Germany took R98·58 lakhs (£657,000) in place of R58·66 lakhs (£391,000) in 1906-07.

TRADE ACCORDING TO COUNTRIES

The following table shows the value in **rupees and pounds sterling** of the trade in merchandise only (excluding Government transactions) of British India with (1) the United Kingdom, (2) other British Possessions, and (3) the foreign countries, separately, during the each of the last three years and the centesimal percentages :—

		1905-06		1906-07		1907-08	
		Value	Percentage	Value	Percentage	Value	Percentage
Imports—							
From United Kingdom	₹	68,73,88,069	66·7	72,29,79,669	66·8	86,64,95,926	66·8
	£	45,825,871	...	48,198,645		57,766,395	
„ Other British Possessions	₹	7,86,07,657	7·6	8,33,73,951	7·7	9,52,98,445	7·3
	£	5,240,511	...	5,558,263		6,353,229	
„ Foreign Countries	₹	26,48,44,979	25·7	27,67,22,198	25·5	33,67,69,003	25·9
	£	17,656,332	...	18,448,147		22,451,267	
TOTAL	₹	103,08,40,705	100	108,30,75,818	100	129,85,63,374	100
	£	68,722,714	...	72,205,055		86,570,891	
Exports, including Re-exports—							
To United Kingdom	₹	40,67,80,746	25·1	47,74,53,552	27·1	45,69,68,428	25·8
	£	27,118,716	...	31,830,237		30,464,562	
„ Other British Possessions	₹	33,46,20,137	20·7	32,53,92,935	18·4	30,36,34,191	17·1
	£	22,308,009	...	21,692,862		20,242,280	
„ Foreign Countries	₹	87,57,79,448	54·2	96,28,14,035	54·5	101,12,73,905	57·1
	£	58,385,297	...	64,187,602		67,418,260	
TOTAL	₹	161,71,80,331	100	176,56,60,522	100	177,18,76,524	100
	£	107,812,022	...	117,710,701		118,125,102	
Total Imports and Exports—							
From United Kingdom	₹	109,41,68,815	41·3	120,04,33,221	42·1	132,34,64,354	43·1
	£	72,944,587	...	80,028,882		88,230,957	
„ Other British Possessions	₹	41,32,27,794	15·6	40,87,66,886	14·4	39,89,32,636	13
	£	27,548,520	...	27,251,125		26,595,509	
Foreign Countries	₹	114,06,24,427	43·1	123,95,36,233	43·5	134,80,42,908	43·9
	£	76,041,629	...	82,635,749		89,869,527	
TOTAL	₹	264,80,21,036	100	284,87,36,340	100	307,04,33,898	100
	£	176,534,736	...	189,915,756		204,695,993	

The trade with the **United Kingdom** has increased by R12·30 crores (£8·2 millions), and her share in the total trade has slightly risen from 42·1 to 43·1 per cent of the total trade. Though the centesimal proportion remained constant, the imports increased by 14·35 crores (£9·6 millions) or 20 per cent, while the value of exports declined by R2·05 crores (£1·3 millions), and the proportion from 27·1 to 25·8 per cent.

The trade with **British Possessions other than the United Kingdom** is less by R98·34 lakhs (£656,000) and represents 13 per cent of the total trade as against 14·4 per cent in 1906-07. There was a rise of R1·20 crore (£800,000) or 14·4 per cent under imports, but a decline of R2·18 crores (£1,450,000) or 7 per cent under exports. The centesimal variations are respectively 7·3 and 17·1 against 7·7 and 18·4 in the previous year.

Trade with **foreign countries** has increased by R10·85 crores (over 7 millions sterling) and represents 43·9 per cent of the total trade. The imports increased by R6·01 crores (£4 millions) or 21·7 per cent and exports by R4·85 crores (£3·2 millions) or 5 per cent, the centesimal variations being respectively 25·9 and 57·1 per cent as against 25·5 and 54·5 per cent in 1906-07.

The following statement shows **India's trade with each principal country** other than the United Kingdom, for which figures are given above, during each of the last three years in **thousands of rupees and of pounds sterling** :—

	1905-06			1906-07			1907-08		
	₹	£	Per cent	₹	£	Per cent	₹	£	Per cent
Germany	19,10,95=	12,740	7·2	25,56,29=	17,042	9	25,45,37=	16,969	8·3
China	23,26,63	15,511	8·7	20,53,49	13,690	7·2	17,36,00	11,573	5·7
United States	15,27,20	10,181	5·7	18,19,85	12,132	6·4	16,77,03	11,180	5·5
Belgium	10,99,16	7,328	4·1	11,56,24	7,708	4·1	14,45,42	9,636	4·7
France	11,30,48	7,536	4·3	12,71,61	8,477	4·5	13,59,21	9,061	4·4
Japan	11,23,59	7,491	4·2	8,72,24	5,815	3·1	11,04,89	7,366	3·6
Straits Settlements	8,99,48	5,996	3·4	9,43,48	6,290	3·3	10,09,18	6,728	3·3
Austria-Hungary	8,92,26	5,948	3·4	9,12,23	6,081	3·2	9,04,14	6,028	3
Ceylon	6,36,32	4,242	2·4	7,35,93	4,906	2·6	7,34,33	4,896	2·4
Java	2,83,02	1,887	1·1	3,43,35	2,289	1·2	6,95,44	4,636	2·3
Italy	5,97,65	3,984	2·3	6,83,21	4,555	2·4	6,79,27	4,528	2·2
Australia	2,93,71	1,958	1·1	3,08,80	2,059	1·1	4,00,97	2,673	1·3
South America	2,72,80	1,819	1	2,36,49	1,577	·8	3,64,08	2,427	1·2
Mauritius	3,26,04	2,174	1·2	3,47,75	2,318	1·2	3,55,84	2,372	1·1
Holland	2,38,13	1,588	·9	2,43,09	1,621	·9	3,25,37	2,169	1·1
Turkey, Asiatic	1,54,24	1,028	·6	1,66,95	1,113	·6	2,55,04	1,700	·8
Egypt	1,95,74	1,305	·7	2,16,13	1,441	·8	2,19,01	1,460	·7
Persia	1,37,05	914	·5	1,40,24	935	·5	1,63,29	1,089	·5
Spain	1,64,29	1,095	·6	1,67,78	1,118	·6	1,51,42	1,009	·5
Aden	1,75,69	1,171	·7	1,53,84	1,026	·5	1,45,44	970	·5
Russia	87,99	587	·3	86,05	574	·3	1,38,69	925	·4
Arabia	2,92,62	1,951	1·1	1,97,52	1,317	·7	1,32,71	885	·4

Until the returns are compiled according to the country of origin (imports) and country of final destination (exports), the figures can only be regarded as a rough and ready index of the trend of trade. It will be noticed that there was a marked contraction for reasons elsewhere explained in the trade with China and the United States. Japan, Belgium, Holland, Java and South America shew considerable advances. The share of China under exports fell from 10·9 to 8·6 per cent of the total export trade and the United States from 9 to 7·8 per cent, though under imports they gained 3 and 2 points respectively. Germany has advanced under imports and exports by 3 and 2 points respec-

tively. The shares of Belgium and Japan rose respectively from 4·1 and 4 to 5·3 and 5·1 per cent under exports, Java improved under imports from 2·7 to 4·5 per cent, but Austria-Hungary reduced her share of imports from 2·8 to 2 per cent. The other countries have not shewn any marked change.

Two **circular charts** have been inserted in the volume to illustrate changes in proportionate distribution of India's export and import trade during last quarter of a century, the difference in size of the two circles indicating the growth in the volume of that trade during the same period.

TRADE ACCORDING TO PROVINCES

The figures of the **trade of each province** by sea with foreign countries stand thus in **lakhs of rupees** and **millions of pounds sterling** during the past two years :—

	1906-07		1907-08		
	₹ (lakhs)	£ (millions)	₹ (lakhs)	£ (milions)	Percentage increase (+) or decrease (—) on previous year's figures
Imported Merchandise					
Bengal	42,00·59	= 28·0	52,59·01	= 35·06	+25·2
E. Bengal and Assam	37·90	0·25	52·42	0·35	+38·3
Bombay	38,06·18	25·38	44,81·61	29·88	+17·7
Sind	9,41·87	6·28	10,52 17	7·01	+11·7
Madras	9,06·60	6·04	10,25·49	6·84	+13·1
Burma	9,37·62	6·25	11,14·93	7·43	+18·9
Total	108,30·76	72·2	129,85·63	86·57	+20
Exported Merchandise (*including re-exports*)					
Bengal	78,90·32	= 52·6	70,06·16	= 46·71	—11·2
E. Bengal and Assam	3,90·22	2·6	3,73·81	2·49	—4·2
Bombay	45,33·45	30·22	48,80·22	32·53	+7·6
Sind	15,80·23	10·54	18,08·54	12·06	+14·5
Madras	17,41·61	11·61	18,72·22	12·48	+7·5
Burma	15,20·77	10·14	17,77·81	11·85	+16·9
Total	176,56·60	117·71	177,18·76	118·12	+ ·35

Taking imports and exports of merchandise together the proportionate share per cent of each province in the whole foreign trade of India stands as follows :—

	1906-07	1907-08
Bengal	42·4	39·9
Bombay	29·3	30·5
Madras	9·3	9·5
Burma	8·6	9·4
Sind	8·9	9·3
E. Bengal and Assam	1·5	1·4

The following tables indicate the leading features of the import trade and of the export trade (Indian produce only, excluding re-exports) of each province in **lakhs of rupees** and **thousands of pounds sterling** :—

IMPORTS

		Bengal		E. B. and Assam		Bombay		Sind		Madras		Burma	
		₹	£	₹	£	₹	£	₹	£	₹	£	₹	£
Cotton—													
Twist and Yarn	1906-07	83·07 =	553·8	·36 =	2·4	92·05 =	613·7	14·53 =	96·9	99·44 =	662·9	32·87 =	219·1
	1907-08	1,10·32	735·5	·02	·1	1,18·41	789·4	13·21	88·1	1,05·99	706·6	21·37	142·5
Manufactures	1906-07	17,79·72	11,864·8	4·17	27·8	10,64·43	7,096·2	4,25·59	2,837·2	2,53·37	1,689·1	242·14	1,614·3
	1907-08	22,62·78	15,085·2	5·23	34·9	11,79·93	7,866·2	4,64·67	3,097·8	2,64·81	1,765·4	2,57·51	1,716·7
Kerosene oil	1906-07	71·23	474·9	·01	·06	58·33	388·9	30·80	205·3	26·55	177·0	9·28	61·9
	1907-08	94·91	632·7	.....		66·09	440·6	35·42	236·1	39·29	261·9	12·55	83·7
Liquors	1906-07	50·40	336	·13	0·9	58·17	387·8	20·42	136·1	22 56	150·4	34·00	226·7
	1907-08	59·08	393·9	·23	1·5	58·82	392·1	21·77	145·1	21·60	144	38·99	259·9
Machinery and mill work	1906-07	2,27·72	1,518·1	1	6·7	2,57·88	1,719·2	13·68	91·2	34·41	229·4	44·31	295·4
	1907-08	2,65·95	1,773	1·78	11·9	2,94·19	1,961·3	14·99	99·9	44·23	294·9	37·39	249·3
Metals	1906-07	4,71·11	3,140·7	11·23	74·9	3,14·55	2,097	48·19	321·3	72·98	486·5	85·92	572·8
	1907-08	591·20	3,941·3	15·31	102·1	3,79·01	2,526·7	70·60	470·7	1,06·64	710·9	1,56·38	1,042·5
Railway materials	1906-07	1,91·48	1,276·5	11·64	77·6	90·71	604·7	6·02	40·1	82·42	549·5	33·57	223·8
	1907-08	3,12·43	2,082·9	17·17	114·5	248·67	1,657·8	10·37	69·1	89·57	597·1	41·86	279·1
Silk and woollen goods	1906-07	54·61	364·1	·14	·9	2,10·41	1,402·7	37·38	249·2	5·46	36·4	79·72	531·5
	1907-08	83·41	556·1	.....		2,63·38	1,755·9	31·33	208·9	6·29	41·9	1,05·84	705·6
Sugar	1906-07	3,34·79	2,231·9	·02	·13	3,00·89	2,005·9	1,90·57	1,270·5	13·88	92·5	33·65	224·3
	1907-08	3,78·04	2,520·3	·10	·7	2,98·72	1,991·5	1,94·08	1,293·9	9·36	62·4	42·40	282·7

EXPORTS

		Bengal		E. B. and Assam		Bombay		Sind		Madras		Burma	
		₹	£	₹	£	₹	£	₹	£	₹	£	₹	£
Coal	1906-07	73·89 =	492·6	...		·87 =	5·8	1·34 =	8·9	...		·04 =	·3
	1907-08	58·92	392·8	...		·04	·3	...		...		...	
Coffee	1906-07	·10	·7	...		2·59	17·3	·03	·2	96·91 =	646·1	...	
	1907-08	·06	·4	...		·87	5·8	·03	·2	1,10·49	736·6	...	
Cotton—Raw	1906-07	1,50·02	1,000·1	...		15,64·69	10,431·3	2,33·45	1,556·3	2,21·43	1,476·2	28·25	188·3
	1907-08	88·33	588·9	·17 =	1·1	17,86·39	11,909·3	3,26·95	2,179·7	3,39·10	2,260·7	29·30	195·3
Twist and yarn	1906-07	23·50	156·7	...		9,99·07	6,660·5	...		17·06	113·7	·01	·1
	1907-08	19·83	132·2	...		8,65·07	5,767·1	·01	·1	12·26	81·7	·13	·9
Manufactures	1906-07	3·18	21·2	...		90·39	602·6	1·64	10·9	81·94	546·3	·02	·1
	1907-08	3·52	23·5	...		92·10	614	·82	5·5	82·85	552 3	·07	·5
Hides and skins—Raw	1906-07	8,09·23	5,394·9	...		32·93	219·5	99·64	664·3	93·51	623·4	54·09	360·6
	1907-08	5,56·22	3,708·1	...		13·63	90·9	39·05	260·3	58·43	389·5	37·84	252·3
Dressed	1906-07	3·25	21·7	...		71·11	474·1	10·35	69	3,60·30	2,402	·12	·8
	1907-08	·27	1·8	...		79·47	529·8	5·36	35·7	3,04·61	2,030·7	·26	1·7
Indigo	1906-07	45·07	300·5	...		4·59	30·6	2·66	17·7	17·71	118·1	...	
	1907-08	38·63	257·5	...		6·23	41·5	2·48	16·5	16·39	109·3	...	
Jue—Raw	1906-07	24,12·50	16,083·3	2,31·95	1,546·3	·03	·2	...		39·38	262·5	...	
	1907-08	15,70·84	10,472·3	2,16·38	1,442·5	·08	·5	...		9·98	66·5	...	
Manufactures	1906-07	15,62·09	10,413·9	...		5·91	39·4	·23	1·5	·09	·6	·02	·1
	1907-08	18,18·80	12,125·3	·09	·6	7·45	49·7	·33	2·2	·05	·3	·14	·9
Lac	1906-07	3,45·92	2,306·1	...		1·04	6·9	1·33	8·9	·60	4	1·08	7·2
	1907-08	3,98·22	2,654·8	...		·79	5·3	5·17	34·5	·58	3·9	3·54	23·6
Manganese ore	1906-07	6·09	40·6	...		56·27	375·1	...		8·52	56·8	...	
	1907-08	7·63	50·9	..		68·52	456·8	...		9·74	64·9	...	

EXPORTS—*continued*

		Bengal		E. B. and Assam		Bombay		Sind		Madras		Burma	
		₹	£	₹	£	₹	£	₹	£	₹	£	₹	£
Mineral oil	1906-07	2·83	= 18·9	...		·02	= ·1	·07	= ·5	·07	= ·5	11·74	= 78·3
	1907-08	2·83	18·9	...		·01	·1	...		·04	·3	22·20	148
Opium	1906-07	7,40·31	4,935·4	..		1,90·48	1,269·9	...		...		...	
	1907-08	6,38·86	4,259·1	...		2,28·39	1,522·6			..		...	
Rice	1906-07	3,24·86	2,165·7	·01	= ·1	36·57	243·8	81·47	543·1	2,16·88	1,445·9	11,93·16	7,954·4
	1907-08	2,23·09	1,487·3	·54	3·6	33·81	225·4	69·95	466·3	2,93·56	1,957·1	1,412·96	9,419·7
Seeds	1906-07	2,24·42	1,496·1	..		7,14·95	4,766·3	2,05·18	1,367·9	1,40·93	939·5	16·68	111·2
	1907-08	3,95·61	2,637·4	·01	·1	8,67·10	5,780·6	2,27·47	1,516·5	1,76·52	1,176·8	14·81	98·7
Tea	1906-07	7,36·97	4,913·1	1,57·69	1,051·3	8·15	54·3	·07	·5	82·81	552·1	·09	·6
	1907-08	7,67·04	5,113·6	1,60·98	1,073·2	11·41	76·1	·01	·1	90·44	602·9	·15	1
Wheat and flour	1906-07	9·67	64·5	...		72·12	480·8	7,02·01	4,680·1	·01	·1	·20	1·3
	1907-08	9·91	66·1	...		71·57	477·1	8,33·06	5,553·7	·01	·1	·01	·1
Wood, mostly teak	1906-07	1·48	9·9	...		2·11	14·1	·12	·8	13·51	90·1	59·33	395·5
	1907-08	1·19	7·9	...		1·59	10·6	·30	·2	14·93	99·5	59·8	398·7
Wool—Raw	1906-07	15·29	101·9	...		1,11·83	745·5	1,13·20	754·7	2·32	15·5	·01	·1
	1907-08	14·26	95·1	...		95·45	636·3	98·50	656·7	2·07	13·8	·06	·4

The exports from **Bengal** are chiefly jute, raw and manufactured, the latter being practically a monopoly of this province, tea, raw hides, opium, rice, seeds, lac, coal, and indigo.

From **Eastern Bengal and Assam** the principal exports are raw jute and tea, and from **Bombay** raw and manufactured cotton, Malwa opium, oilseeds, wheat, and raw wool.

The exports from **Sind** are raw cotton, hides, wool, seeds, and the bulk of foreign shipments of wheat.

Madras commands a very large share of the trade in tanned skins. Her other principal exports are raw cotton, coffee, rice, and oilseeds.

The export trade of **Burma** is almost confined to mineral oil, rice, teak wood, raw cotton, and hides.

The **bulk of the trade** (including treasure) **and shipping** (cargoes only) of India with foreign countries is confined to six principal ports and their proportionate share (per cent) is given below:—

	Trade		Shipping	
	1906-07	1907-08	1906-07	1907-08
Calcutta	40·8	37·8	22·9	20·1
Bombay	33·1	35·2	25·6	24·9
Karachi	8·2	8·6	10·2	10·5
Rangoon	6·7	7·3	12·5	12·3
Madras	4·7	4·6	5·9	6·8
Chittagong	1·4	1·2	·6	·7
TOTAL	94·9	94·7	77·7	75·3

The **actual value of the foreign trade of these ports** in merchandise only, imports and exports (including re-exports), was in **lakhs of rupees** and **thousands of pounds sterling**:—

	1906-07		1907-08	
	₹	£	₹	£
Calcutta	1,20,48·6 =	80,324	1,22,51·8 =	81,679
Bombay	83,38·8	55,592	93,60·3	62,402
Karachi	25,22	16,814	28,60·7	19,071
Rangoon	21,24.3	14,162	24,99·6	16,664
Madras	14,32	9,547	14,85·5	9,903
Chittagong	4,28·1	2,854	4,26·2	2,841

CUSTOMS REVENUE

The **tariff schedule** was revised in December 1907, and the new schedule came into force on the 1st January 1908.

The **valuations of cotton fabrics** for tariff purposes and the **list of cotton goods** recognised as piecegoods were also revised at the same time.

The rate of duty on ale, beer, and porter, cider and other fermented liquors was increased from one to two annas per gallon with effect from the 3rd January 1908, and the following modifications in Customs procedure were effected :—

1. Prohibition of importation of quinine which has been coloured *pink* (the colour of the quinine issued from Government factories).

2. Prohibition of importation of "novocain" by post or by persons not specially authorised by a Local Government to import it.

3. Exemption from duty of re-imported commercial samples not intended for sale.

4. Prohibition of exports of Mhowa flowers to the Portuguese possessions in India.

A **manual** was issued just after the close of the year with the object of standardising the procedure at the various Customs ports with regard to the administration of the **Merchandise Marks Act.**

The **gross revenue** from imports (excluding salt, which is not credited as a Customs receipt) rose from ₹5,08,58,776 (£3,390,585) to ₹6,03,37,737 (£4,022,516). Refunds and drawbacks amounted to ₹9,41,947 (£62,796) as against ₹10,79,227 (£71,948) in the previous year. The **net revenue**, therefore, increased from ₹4,97,79,549 (£3,318,637) to ₹5,93,95,790 (£3,959,719). The rates of increase were as follows: 18·6 per cent in gross revenue and 19·3 per cent in net revenue. There was a decrease of 12·7 per cent in refunds and drawbacks.

The following statement shows the revenue derived in the last three years from the principal dutiable articles :—

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Arms Ammunition	4,10,421	= 27,361	4,45,734	= 29,716	5,55,085	= 37,006
Articles of food and drink—						
Fruits and vegetables	4,12,748	27,517	3,99,975	26,665	5,33,469	35,565
Spirits	90,31,698	602,113	77,97,770	519,851	92,65,853	617,724
Wines	3,96,629	26,442	3,83,571	25,571	3,99,539	26,636
Sugar	39,93,201	266,213	43,82,637	292,176	44,76,082	298,405
Provisions	6,86,055	45,737	7,41,339	49,423	8,58,109	57,207
Spices	5,61,455	37,430	6,37,860	42,524	8,00,313	53,354
Chemicals, drugs, narcotics, and dyes—						
Drugs, medicines, and narcotics	6,01,821	40,121	6,34,661	42,311	8,05,162	53,677
Chemicals	3,67,053	24,470	3,94,573	26,305	4,69,420	31,295
Dyes and tans	4,79,594	31,973	4,93,015	32,868	5,70,253	38,017
Metals and articles made of metals—						
Hardware and cutlery	12,49,752	83,317	15,42,210	102,814	17,93,308	119,554
Copper and brass	7,16,350	47,757	6,53,943	43,596	11,18,312	74,554
Iron and steel	7,27,195	48,480	8,14,554	54,304	10,46,998	69,800
Silver	29,33,850	195,590	40,79,319	271,955	51,70,203	344,680
Oils—						
Petroleum	36,64,723	244,315	37,77,026	251,802	44,63,463	297,565
Manufactures of cotton—						
Piecegoods: grey (unbleached)	64,92,338	432,823	64,10,439	427,363	66,97,608	446,507
Piecegoods: white (bleached)	29,36,490	195,766	25,73,117	171,541	40,77,897	271,860
Piecegoods: coloured	33,19,833	221,322	33,48,458	223,230	38,04,353	253,624
Hosiery and all other manufactured cotton goods	5,40,302	36,020	5,81,492	38,766	6,09,083	40,605

	1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£
Other articles, numanufactured and manufactured—						
Apparel . .	10,39,580=	69,305	9,31,560=	62,104	11,16,165=	74,411
Carriages (including Motor cars and cycles) . .	3,77,414	25,161	4,70,107	31,340	5,97,188	39,812
Instruments, apparatus, and appliances	4,50,596	30,040	6,09,645	40,643	6,32,034	42,136
Paper and pasteboard	3,85,706	25,714	4,50,116	30,008	5,60,147	37,343
Silk, and articles made of silk . . .	13,14,752	87,650	11,92,983	79,532	15,53,361	103,557
Wood and timber, and articles made of wood . . .	4,82,136	32,142	4,11,029	27,402	4,27,053	28,470
Woollen goods .	12,10,741	80,716	10,23,689	68,246	13,89,239	92,616

The **gross revenue** accounted for by the twenty-six articles specified above is ₹537·9 lakhs (£3,586,000) or 89·1 per cent of the total, which shows that although the Indian tariff comprises many dutiable articles, there are comparatively few on which a considerable revenue is levied. Spirituous liquor, petroleum, sugar, metals (including silver), and cotton piecegoods by themselves constitute 70 per cent of the total.

The total revenue realised from a **3½ per cent** *ad valorem* **duty on cotton goods** imported was ₹151·89 lakhs (£1,012,600) as against ₹129·14 lakhs (£860,900) in the previous year. This is equal to 25·2 per cent of the whole Customs revenue, while the gross receipts on account of **Excise duty on cotton fabrics** of Indian manufacture amounted to ₹34·01 lakhs (£226,700) as against ₹29·01 lakhs (£193,400) in 1906-07. This, however, falls outside of Customs revenue proper.

The **export tariff schedule** is limited to rice and rice-flour, the duty on which is levied at the rate of three annas per maund of 82⅔ lbs. The net duly realised from this source in 1907-08 was ₹99·74 lakhs (£664,900) against ₹102·27 lakhs (£681,800) in the previous year, and marks a fall of ₹2·53 lakhs (£16,900) or 2·5 per cent.

The yield of the voluntary **Tea Cess** which is collected through Customs agency is dealt with elsewhere.

GOLD AND SILVER

The value of the Imports, Exports, and Absorption of **Gold** in the last five years, in **thousands of Rupees and of pounds sterling,** was as follows :—

	Imports		Exports				Absorption	
			Production		Re-exports			
	₹	£	₹	£	₹	£	₹	£
1903-04 . .	20,14,79=	13,432	3,51,30	=2,342	6,70,32	=4,469	13,44,47	=8,963
1904-05 . .	21,81,20	14,541	3,55,59	2,371	8,55,02	5,700	13,26,18	8,841
1905-06 . .	14,74,90	9,832	3,58,76	2,392	10,70,34	7,135	4,04,56	2,697
1906-07 . .	18,53,34	12,355	3,23,37	2,156	44,36	295	18,08,98	12,060
1907-08 . .	20,75,26	13,835	3,14,02	2,093	24,47	163	20,50,79	13,672

India's absorption of gold is arrived at by deducting the re-exports from the imports, for all the gold produced in Indian mines is shipped to England for assay and does not swell the stocks of metal, or enter into commercial consideration in this country. The increase in the net imports of gold during the past two years is remarkable.

In the year under review the net imports of gold amounted to ₹1,736·77 lakhs (£11,578,000) as compared with ₹1,485·61 lakhs (£9,904,000), the record figures of the previous year. To this total sovereigns and half sovereigns contributed 1,642,150 oz, valued at ₹965·09 lakhs (£ 6,434,000). The imports of gold on Government account in 1907-08 amounted to ₹1,80,375 (£12,025), and there was no export of gold on Government account in the year under review.

The value of the Imports, Exports, and Net imports of **silver** during the last five years was as follows, **the unit being 1,000:—**

	Imports		Exports		Net-Imports	
	₹	£	₹	£	₹	£
1903-04	18,37,82	= 12,252	4,72,55	= 3,150	13,65,27	= 9,102
1904-05	17,69,62	11,797	4,43,47	2,956	13,26,15	8,841
1905-06	16,90,20	11,268	1,17,90	786	15,72,30	10,482
1906-07	26,04,64	17,364	2,04,09	1,360	24,00,55	16,004
1907-08	21,53,19	14,355	2,06,36	1,376	19,46,83	12,979

India is not a silver-producing country, and therefore the absorption of the metal is represented by the difference between the imports and exports.

In 1906-07 the imports reached the unprecedented level of ₹2,604·64 lakhs (17·36 millions sterling), but in 1907-08 they fell to ₹2,153·19 lakhs (14·35 millions sterling) which is yet much in advance of the totals for 1905-06 and earlier years. The exports slightly increased but are far below the figures for 1903-04 and 1904-05, consisting chiefly of Government rupees for which Ceylon is the largest individual market.

The **silver coinage** struck in the Indian mints during the last five years has been, **the unit being 1,000:—**

	₹	£	Oz (approximate)
1903-04	16,53,11	= 11,021	61,992
1904-05	11,37,04	7,580	42,639
1905-06	20,00,14	13,334	75,005
1906-07	26,08,57	17,390	97,822
1907-08	18,11,57	12,077	67,934

The average price of silver in London in 1907 was $30\frac{3}{16}d$ but the rate was subject to violent fluctuations, for while in August it reached $32\frac{3}{16}d$ per oz, it fell in December to $24\frac{1}{2}d$.

BALANCE OF TRADE

The figures appended shew the **excess of exports over imports,** including merchandise and treasure, by sea in each of the last five years, **the unit being 1,000:—**

	Including Government transactions		Excluding Government transactions	
	₹	£	₹	£
1903-04	37,34,04	= 24,894	44,24,02	= 29,493
1904-05	30,34,19	20,228	35,89,71	23,931
1905-06	33,54,08	22,360	44,16,24	29,441
1906-07	20,57,02	13,713	46,77,05	31,180
1907-08	3,98,04	2,654	19,95,71	13,305
Average of 5 years	25,15,47	16,770	38,20,55	25,470

In the same years the **drawings of the Council Bills** by the Secretary of State, including those on account of the Gold Standard Reserve, but deducting sterling bills sold in India, have been as follows **in thousands** :—

	£	Exchange *d*	₹
1903-04	23,859	16·049	35,67,95
1904-05	24,426	16·045	36,53,57
1905-06	31,567	16·043	47,22,43
1906-07	33,432	16·084	49,88,75
1907-08	15,307	16·029	22,91,90
Average of 5 years .	25,718		38,44,92

In the five year ending 1907-08, the average excess of exports over imports *including Government transactions* was ₹2,515·47 lakhs (£16,769,800), representing 14·2 per cent of the average value of exports. In the same period the average drawings of the Secretary of State, as above defined, were ₹3,844·92 lakhs (£25,632,800), being 21·7 per cent of the average value of exports. It exceeds the average excess of exports over imports by ₹1,329·45 lakhs (£8,863,000).

Excluding Government transactions the average excess of exports over imports was ₹3,820·55 lakhs (£25,470,000) equal to 22·2 per cent of the average value of exports. This excess is greater by ₹1,305·08 lakhs (£8,700,500) than the excess found when Government transactions are included. But it falls short of the average amount of drawings, as calculated above, by ₹24·37 lakhs (£162,500), *i. e.*, by ·64 per cent of the average excess.

The trade figures given above are to this extent incomplete. They relate only to the trade of British Indian ports, they do not include either the absolutely indeterminable volume of private remittances to and from India, or the not inconsiderable value of pearls and precious stones re exported (chiefly from Bombay) through the medium of the post office.

There is said to be a fairly large trade carried on chiefly by native craft from ports in Native States on the West Coast of India with the Persian Gulf, Arabia, and Ceylon, which is only in part registered and tabulated, and it is not possible to gauge how far the trade returns of the French and Portuguese Settlements are to be considered exhaustive. Some idea of the volume of all this additional trade may be gathered from the appended figures as far as available (**in lakhs of rupees and of thousands sterling**)—

	1905-06				1906-07			
	Import		Export		Import		Export	
	₹	£	₹	£	₹	£	₹	£
French Settlements . .	17·47	116	97·35	649	14·20	95	121·19	808
Portuguese do . .	3·10	21	3·69	25	2·27	15	9·14	61
Travancore . . .	31·21	208	12·96	86	27·53	183	12·56	84
Baroda	16·68	111	8·58	57		(*a*)		
Kathiawar . . .	9·89	66	3·61	24	9·33	62	4·76	32

(*a*) Report not yet received

BANK RATES AND EXCHANGE

The Bank rate in the three Presidency towns was 8 per cent at the beginning of April, but money very soon became cheaper, and the rate fell steadily until September—when there was a sharp rise, particularly in Calcutta, and a further sharp rise in January brought the rate up to 9 per cent both in Calcutta and Bombay—which continued until the middle of March when it fell again to 7 per cent. In Madras 9 per cent was not reached until February but there was no change thereafter up to the close of the year.

Exchange fell in November below the parity of R15 to the £ sterling for the first time since May 1905 (save for a few days in April 1906) and was quoted at 1*s* $3\frac{7}{8}d$ on demand on the 31st March. The lowest rate reached was 1*s* $3\frac{11}{16}d$ on the 25th November.

The fluctuations of the money market will be understood from the **discount rates** month by month of the Presidency Banks, and the **rates of Exchange** on demand bills, appended below :—

	Bank of			Rates of Exchange	
	Bengal Per cent	Bombay Per cent	Madras Per cent	Highest s. d.	Lowest s. d.
1907—					
April	8-7	8	8	1 $4\frac{3}{16}$	1 $4\frac{1}{8}$
May	6-5	7-6	7-6	1 $4\frac{1}{8}$	1 $4\frac{1}{16}$
June	5	7-6-5	6	1 $4\frac{1}{8}$	1 $4\frac{3}{32}$
July	5-4-3	5-4	5-4	1 $4\frac{3}{32}$	1 $4\frac{1}{32}$
August	3	3	4	1 $4\frac{3}{64}$	1 4
September	3-4-5	3-4	4	1 $4\frac{3}{64}$	1 4
October	5	4	4	1 $4\frac{1}{16}$	1 4
November	5-6	4-5	4-5	1 $4\frac{1}{32}$	1 $3\frac{11}{16}$
December	6	5-6	6-7	1 4	1 $3\frac{29}{32}$
1908—					
January	6-7-8-9	7-8-9	7-8	1 4	1 $3\frac{15}{16}$
February	9	9	8-9	1 $3\frac{61}{64}$	1 $3\frac{29}{32}$
March	9-8-7	9-8-7	9	1 $3\frac{15}{16}$	1 $3\frac{27}{32}$

SHIPPING

While the net increase in the value of imports and exports of merchandise by sea amounted to 7·8 per cent of the total for the previous year, there was an increase of 5 per cent in the tonnage of shipping that entered and cleared for Indian ports. The following statement gives the numbers and tonnage of steamers and sailing vessels with cargoes and in ballast which entered from and cleared to all countries :

	No.	Tons	Average tonnage
1903-04	9,530	12,559,260	1,318
1904-05	9,798	13,881,336	1,417
1905-06	9,269	12,598,321	1,359
1906-07	9,329	13,775,436	1,477
1907-08	9,312	14,239,180	1,529

Of these 98 per cent represented steam tonnage. The total number of **steamers** that entered and cleared was 5,928 with an aggregate burden of 13,957,229 tons as against 5,944 and 13,469,417 tons in the previous year. The average tonnage per steamer increased from 2,266 to 2,354 tons, while the average tonnage per **sailing ship** decreased from 90 to 83 tons.

The number and tonnage of vessels entered and cleared at the chief ports from and to foreign countries in the past two years are given below :—

Chief Port	1906-07					1907-08				
	Steam		Sailing		Percentage of total tonnage	Steam		Sailing		Percentage of total tonnage.
	No.	Tons	No.	Tons		No.	Tons	No.	Tons	
Calcutta .	1,189	3,270,635	39	28,197	23·95	1,105	3,098,454	24	12,129	21·84
Bombay .	1,233	3,204,087	393	42,692	23·57	1,212	3,286,733	343	36,755	23·34
Rangoon .	736	1,725,008	17	23,714	12·7	701	1,689,762	13	17,705	11·99
Karachi .	610	1,332,560	365	31,383	9·9	692	1,510,726	491	36,262	10·86
Madras .	274	710,941	6	524	5·16	300	847,375	3	206	5·95
Chittagong	37	101,406	2	307	·74	44	119,772	...	...	·84
Total .	4,079	10,344,637	822	126,817	76·02	4,054	10,552,822	874	103,057	74·82

The entries from and clearances to **the United Kingdom** were 3,119,233 tons as against 3,121,861 tons in 1906-07, and this reduced quantity represented 21·9 per cent in place of 22·7 per cent of the total tonnage.

Entries from and clearances to **British Possessions** other than the United Kingdom decreased from 5,650,916 to 5,603,697 tons which represent 39·3 per cent of the total, as against 41 per cent in the previous year. The tonnage from and to the **British Empire**, therefore, amounted to 61·3 per cent of the whole in place of 63·7 per cent in 1906-07.

The tonnage under the **British flag** registered under the English Merchant Shipping Act was nearly 75·8 per cent and including the Indian register 80·4 per cent.

The number of vessels under **foreign flags** which entered and left Indian ports was 1,065 with an aggregate burden of 2,620,675 tons as against 1,104 in 1906-07 with an aggregate of 2,541,982 tons.

The total number of vessels under the principal flags are given below :—

	1903-04	1904-05	1905-06	1906-07	1907-08
British . .	4,772	5,633	4,838	4,918	4,785
German . .	393	339	387	371	375
Norwegian . .	173	141	174	195	188
Austro-Hungarian	134	156	162	159	157
Japanese . .	37	...	2	83	123
Italian . .	63	74	85	77	79
French . .	143	94	105	67	61

FREIGHTS

Freights in India were generally lower during 1907-08 than they had been in 1906-07. The weakness was contributed to by the sudden collapse of the export trade in November but the fall was not confined to Eastern markets only, and it seems that the world's oversea carrying capacity has increased out of proportion to the additional volume of merchandise requiring to be carried. The tendency to avoid entrepôts is becoming more marked and India benefited from more long-voyage carriage of imports with a margin of profit that weakened homeward rates. The freights for Bombay cotton and Karachi wheat to Liverpool were abnormally low at the close of the year under review. The following statement gives minimum quotations for typical rates of freight from the principal Indian ports to London in March of each of the last five years :

Rates per ship ton*

		1904	1905	1906	1907	1908
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Calcutta	Rice	0 17 6	1 0 0	0 15 0	0 17 6	0 15 0
	Wheat	0 17 6	1 0 0	0 15 0	0 17 6	0 15 0
	Jute	1 0 0	1 2 6	0 17 6	1 0 0	0 17 6
	Linseed	1 0 0	1 2 6	0 17 6	1 0 0	0 17 6
	Tea	1 11 3	1 16 3	1 13 9	1 15 0	1 12 6
Bombay:	Wheat and seeds	0 16 0	0 15 0	0 13 6	0 15 0	0 13 0
	Cotton (to Liverpool)	0 16 6	0 15 6	0 14 6	0 15 0	0 12 0
Karachi:	Wheat (to Liverpool)	0 16 0	0 15 6	0 14 0	0 15 0	0 10 0

FRONTIER TRADE

The bulk of India's foreign trade is and always must be sea-borne, but the value of the trade across her land frontiers, though it represents only 4·3 per cent of the whole, is characterised by steady progress to which improved method of registration has perhaps partly contributed. The valuation of frontier trade, however, continues difficult and defective, and as regards treasure the figures are so notoriously unreliable that it is unsafe to base any conclusions upon them. Subject to all these reservations, however, the total volume of trade is sufficiently considerable and varied to merit detailed analysis, and the grand total of imports and exports (merchandise and treasure) was R15·54 crores (£10,360,000) in 1907-08, as against R14·14 crores (£9,426,000) being the figures for 1906-07 *minus* those for Kashmir, Hill Tipperah, and Manipur—which have now for the first time been correctly treated as Cis-frontier States. Similar deductions have been made in the totals for previous years in the table below so as to make the figures really comparable :—

	R		£
1903-04	10,98,81,553	=	7,325,437
1904-05	12,16,15,211		8,107,681
1905-06	13,72,04,999		9,147,000
1906-07	14,13,90,673		9,426,045
1907-08	15,54,10,102		10,360,673

The relative importance of the various articles of trade in the commerce

*In Calcutta 50 cub. ft., in Bombay and Karachi 40 cub. ft.

of India with trans-frontier countries is shown below. The values are stated in **thousands of rupees and of pounds sterling**:

	Imports				*Exports*				
	1906-07		1907-08			1906-07		1907-08	
	₹	£	₹	£		₹	£	₹	£
Cattle	38,21=	255	33,23=	222	Cotton	9,17=	61	8,60=	57
Other animals	24,51	163	21,68	145	Cotton yarn—				
Drugs and medicines (including *charas*)	12,61	84	20,58	137	Foreign	34,35	229	36,11	241
Fibrous products (chiefly jute)	23,70	158	25,97	173	Indian	31,40	209	34,07	227
Fruits, vegetables, and nuts	46,77	312	44,52	297	Cotton goods—				
Grain and pulse (chiefly rice)	1,49,96	1,000	2,05,16	1,368	Foreign	1,65,63	1,104	1,85,70	1,238
Hides and skins	31,03	207	33,66	224	Indian	52,65	351	52,57	350
Ghi (clarified butter)	54,50	363	57,40	383	Grain and pulse	13,64	91	14,17	94
Pickled tea	22,07	147	23,87	159	Metals (mainly brass, copper, and iron)	27,79	185	27,44	183
Seeds (chiefly linseed and rape seed)	37,33	249	44,75	298	Oils	14,32	95	17,13	114
Silk	8,93	60	10,95	73	Provisions	20,34	136	26,83	179
Spices	10,98	73	13,99	93	Salt	23,63	158	23,53	157
Wood and timber (chiefly teak)	72,40	483	59,78	398	Silk goods	9,36	62	14,07	94
Wool	57,34	382	56,54	377	Spices	21,55	144	22,15	148
Woollen goods	1,89	13	2,45	16	Sugar	19,49	130	19,69	131
					Tea	6,74	45	7,20	48
					Tobacco	9,38	63	11,13	74

The measure in which the various provinces participated in the total of this commerce is shown below in **thousands of rupees** and **of pounds sterling**:

	1903-04		1904-05		1905-06		1906-07		1907-08	
	₹	£	₹	£	₹	£	₹	£	₹	£
Sind and British Baluchistan	88,47=	590	1,04,90=	699	1,12,02=	747	1,41,30=	942	1,53,96=	1,026
North-West Frontier Province	1,84,36	1,229	2,35,00	1,567	2,30,61	1,537	2,52,03	1,680	2,68,05	1,787
Panjab	13,21	88	17,15	114	10,69	71	11,04	74	13,77	92
United Provinces of Agra and Oudh	1,70,52	1,137	1,64,75	1,098	1,94,65	1,298	1,81,29	1,209	1,87,82	1,252
Bengal	2,67,02	1,780	2,86,04	1,907	3,81,44	2,543	3,23,73	2,158	3,88,91	2,593
Eastern Bengal and Assam	5,32	35	4,89	33	5,09	34	16,63	111	7,68	51
Burma	3,69,93	2,466	4,03,42	2,689	4,37,55	2,917	4,87,88	3,253	5,33,90	3,559

In India proper the railway nowhere extends beyond the frontier, but a large portion of the Kandahar trade, particularly in wool, is carried to and from stations very close to the border, and has, therefore, the benefit of the greater accuracy of registration as railborne traffic.

The geographical distribution of trade, **merchandise only**, with the principal countries has, during the last three years, been as follows in **thousands of rupees** and **of pounds sterling**:—

		1905-06		1906-07		1907-08	
		₹	£	₹	£	₹	£
North-Western Frontier	Afghanistan—						
	Southern and Western	85,63 =	571	1,15,78 =	772	1,17,11 =	781
	Northern and Eastern	83,43	556	93,74	625	98,62	657
	Dir, Swat, and Bajaur	1,02,96	686	1,19,03	793	1,29,53	863
	Persia	7,46	50	5,39	36	9,91	66
	Ladakh	6,86	46	7,67	51	11,06	74
North and North-Eastern Frontier	Tibet	37,52	250	35,06	234	40,21	268
	Nepal	4,87,15	3,248	4,35,70	2,905	4,93,08	3,287
	Sikkim and Bhutan	23,15	154	25,96	173	22,17	148
Eastern Frontier	Western China	50,26	335	53,42	356	57,97	386
	North Shan States	1,01,90	679	1,09,38	729	1,45,65	971
	South Shan States	99,87	666	1,05,29	702	1,20,96	806
	Karenni	31,13	207	24,91	166	20,79	139
	North Siam	31,67	211	33,50	223	37,85	252

NORTH-WESTERN FRONTIER

Afghanistan—One result of the visit of His Majesty the Amir to India has been increased trade exchanges between the two countries, and the figures have risen from R169·06 lakhs (£1,127,067) in 1905-06 to R209·52 lakhs (£1,396,800) in 1906-07 and to R215·73 lakhs (£1,438,200) in 1907-08. Of these exports represent 55 per cent and imports 45 per cent of the total. From **Kabul** have come increased quantities of **fruits and nuts,** the quality of which has markedly improved, **drugs and medicines,** chiefly assafœtida, **ghi** (clarified butter), and **animals**. There was a fall in the exports of **cotton piecegoods,** but the value of **cotton yarns,** chiefly foreign, has slightly increased. The decline in **tea** continued, but the proportion of Indian tea improved at the expense of foreign tea, though the average declared values were as. 7·3 ($7\frac{3}{10}d.$) and as. 11·3 ($11\frac{3}{10}d$) per lb respectively. There was a slight advance in the total for **leather goods** and the effect of indigenous competition has not yet been felt.

From **Kandahar** more than half the value of imports is accounted for by **wool**, though there was a percentage decline of 14; while under **fruits and nuts** and **ghi** there were marked decreases. Exports shew continued expansion, particularly under the head of **foreign piece goods.**

The figures for 1906-07 and 1907-08 for Kabul and Kandahar (principal articles only) are shewn for purposes of comparison below :—

Imports from	1906-07 R	1906-07 £	1907-08 R	1907-08 £	Increase (+) or decrease (—)
Kabul—					
Animals, living (for sale)	1,44,917 =	9,661	1,82,888 =	12,192	+26·2
Drugs and medicines	2,76,631	18,442	3,27,805	21,854	+18·5
Fruits, vegetables, and nuts	10,97,063	73,138	11,80,775	78,718	+ 7·6
Hides and skins	1,75,145	11,676	4,00,963	26,731	+128·9
Ghi	2,56,099	17,073	3,55,052	23,670	+38·6
Raw wool	1,52,801	10,187	1,64,335	10,956	+ 7·5
Kandahar—					
Fruits, vegetables, and nuts	22,70,001	151,333	16,87,306	112,487	—25·7
Grain and pulse	1,22,498	8,167	2,32,305	15,487	+89·6
Ghi	2,35,390	15,693	2,28,632	15,242	— 2·8
Raw wool	39,05,637	260,376	33,90,513	226,034	+13·2
Exports to					
Kabul—					
Cotton yarn—					
Foreign	3,16,943 =	21,129	3,12,515 =	20,834	— 1·4
Indian	88,524	5,902	1,43,319	9,555	+61·9
Cotton goods—					
Foreign	33,13,431	220,895	31,75,820	211,721	— 4·1
Indian	9,63,919	64,261	8,68,743	57,916	— 9·8
Metals and manufactures of metals	2,95,224	19,682	2,28,279	15,219	— 22·6
Sugar	3,06,550	20,437	2,37,178	15,812	— 22·6
Tea—					
Indian	1,16,101	7,740	2,07,434	13,829	+104·5
Foreign	2,12,832	14,189	1,68,328	11,222	—20·9
Kandahar—					
Cotton goods—					
Foreign	18,80,277	125,352	22,39,535	149,302	+19
Indian	10,98,227	73,215	10,04,343	66,956	—8·5
Leather and leather goods	2,27,489	15,166	2,77,169	18,478	+21·8
Sugar	2,28,955	15,264	2,60,649	17,377	+13·8

Dir, Swat, and Bajaur—There was a percentage increase of 14 in the imports from these countries, bringing the total to R58·54 lakhs (£390,000). This

was chiefly due to an increase of over 90 per cent in the import of **grain and pulse**, due no doubt to the scarcity and prevalence of high prices in Northern India. The value of this trade has quadrupled in two years and is now valued at nearly R20 lakhs (£133,000). **Husked and unhusked rice** in the proportion of five to two accounted for two-thirds of this total. **Hides and Skins** increased from R5 to 8 lakhs (£33,300 to 53,300), but there was a contraction of 39 per cent in the receipts of **timber.** The increase in exports was less marked but rose from R67·81 lakhs (£452,000) to R70·99 lakhs (£473,000).

The trade of **Ladakh** is distinguished from that of Kashmir, of which it is a tributary state, and is of importance out of proportion to its volume as the junction for exchanges with Yarkand and Kashgar for India and Western Tibet. The total of R11·06 lakhs (£73,700) marks an advance of 44 per cent on the figures of the previous year, entirely accounted for by improved imports, chiefly of **charas.** This preparation of the hemp plant accounts for nearly 86 per cent of the total, and the quantities and values imported increased from 1,199 cwts worth R4,56,960 (£30,464) in 1906-07 to 1,540 cwts worth R8,38,400,(£55,893) in 1907-08. The imports of **raw silk** show improvement, but are still below the figures of 1905-06. **Cotton piece-goods**, as elsewhere on the frontier, form the bulk of the exports, though there was a quantitative decline of 25 per cent, and a decline in value of 33 per cent, as compared with the previous year.

NORTH AND NORTH-EASTERN FRONTIER

Nepal—The trade with Nepal greatly exceeds in volume that with any other trans-frontier State. The principal articles of import and export and their values for the past two years are shown in the table below :—

	1906-07		1907-08	
	R	£	R	£
Imports to India—				
Rice	63,05,126 =	420,342	85,32,788 =	568,852
Paddy	46,25,745	308,383	62,50,294	416,686
Wheat	2,83,810	18,921	2,11,438	14,096
Cattle	26,74,473	178,298	20,64,081	137,605
Linseed	8,80,708	58,714	8,95,869	59,725
Rape and mustard	25,23,392	168,226	26,38,315	175,888
Ghi	22,09,334	147,289	26,27,476	175,165
Jute, raw	17,67,175	117,812	19,99,890	133,326
Hides and skins	11,98,191	79,879	12,29,054	81,937
Spices	8,32,589	55,506	11,06,983	73,799
Exports from India—				
Cotton piecegoods	52,51,947	350,130	50,32,745	335,516
,, twist and yarn	14,47,332	96,489	16,60,806	110,720
Metals	11,31,654	75,444	13,05,307	87,020
Salt	11,18,902	74,593	10,99,774	73,318
Spices	10,38,375	69,225	11,44,529	76,302
Sugar	7,72,271	51,485	8,45,800	56,387

Under **imports** there are advances generally except under the head of **cattle**, and the total rose by about 15 per cent from R297·26 lakhs (£1,981,733) to R341·32 lakhs (£2,275,467). Nepal is the only country from which India imports **jute**, but the increase of 55 per cent in quantity is discounted by a fall in specific value from R10 (13*s* 4*d*) to R7 (9*s* 4*d*) per cwt. Of articles unenumerated above **timber** valued at R6·11 lakhs (£40,733) and **railway materials** worth R5·63 lakhs (£37,533) deserve notice.

The total volume of **exports** advanced from R138·43 lakhs (£922,867) to R151·75 lakhs (£1,011,667). The value of **cotton piece-goods** has again declined, but that of **twist and yarn** shews a percentage increase of 14 and the figures for **metals** have readily returned to the level attained in 1905-06. Salt had a further set-back, but **spices** and **sugar** continue to progress.

Sikkim and Bhutan—The trade with **Sikkim** grew from R12 lakhs (£80,000) to R16 lakhs (£106,667) and was generally brisk, while that with **Bhutan** declined from R13·92 (£92,800) to R5·95 lakhs (£39,667). Sikkim supplied **grain** to the value of R3·89 lakhs (£25,933) as against R3·73 lakhs (£24,867) in the previous year, and **fruits,** etc., to the value of R1·42 lakh (£9,467) against R1·2 lakh (£8,000), the total imports from that source amounting to R8·24 lakhs (£54,933) as compared with R6·79 lakhs (£45,267) in 1906-07. The greater part of imports from **Bhutan** consists of **timber,** and this fell away from R7·29 lakhs (£48,600) to R20,930 (£1,395) and **fruits,** etc., with a value of R67,150 (£4,477) instead of R1·06 lakh (£7,067). The total value of **timber** alone imported in 1906-07 was 64 per cent of the total value of imports. The exports to Sikkim shewed marked improvement, rising from R5·25 lakhs (£35,000) to R7·98 lakhs (£53,200). They consisted chiefly of **grain** R1·41 lakh (£9,400), **cotton piece-goods,** chiefly Indian, R1,54,000 (£10,267), and **salt** R30,000 (£2,000). The exports to Bhutan decreased to R2·54 lakhs (£16,933); and of these the most important were **cotton piece-goods**, chiefly foreign, and **yarn** with a value of R96,000 (£6,400), **silk manufactures** R30,000 (£2,000), and **spices** R19,000 (£1,267).

Tibet—Though trade with Tibet has still to contend with great difficulties in the matter of communications, it has steadily improved in the last two years and is likely to be further encouraged by the signing in April last of the Trade Regulations, which were adumbrated in the Treaty of Lhasa. The total trade rose from R35·96 lakhs (£233,733) to R40·21 lakhs (£268,067), the net increase being R5·15 lakhs (£34,333), chiefly under the head of imports. Exports rose by about 8·6 per cent from R15·53 lakhs (£103,533) to R16·88 lakhs (£112,533), the principal articles being, as usual, **cotton piece-goods** with a value of R4 lakhs (£26,667) and **yarn** with a value of R59,455 (£3,964). Other important articles were **grain** (48 per cent of which was husked rice) R2·61 lakhs (£17,400), **coral** R93,000 (£6,200), **woollen manufactures** R1·61 lakh (£10,733), and **metals** R71,000 (£4,733). The imports of **wool** increased by 44 per cent in quantity (from 34,869 to 50,299 cwts) and 22 per cent in value (from R10·97 lakhs = £73,133 to R13·4 lakhs = £89,333). Other principal articles were: **borax** R2·45 lakhs (£16,333), **salt** R1·26 lakh (£8,400), and **horses, ponies, and mules** R52,000 (£3,467).

EASTERN FRONTIER

Western China—The trade registered under this head practically consists of the exchanges between Bhamo and the Yunnan province of China, and in view of the proposals now under consideration to link up Bhamo with Tengyeh and Talifu by railway, the figures below have considerable interest. The trade increased from R53·42 lakhs (£356,133) to R57·97 lakhs (£386,467). **Imports** showed a small decline of ·9 per cent from R17·11 lakhs (£114,067) to R16·95 lakhs (£113,000), while **exports** increased by 14 per cent from R36·31 lakhs (£242,067) to R41·02 lakhs (£273,467). **Opium**, which was R2·15 lakhs (£14,333) in 1906-07, dropped to R1·51 lakh (£10,067) in the year under

review. **Hides of cattle** decreased from ₹4·78 lakhs (£31,867) to ₹3·15 lakhs (£21,000), and **orpiment** from ₹1·49 lakhs (£9,933) to ₹1·44 lakh (£9,600), but **animals, living,** increased from ₹1·85 lakhs (£12,333) to ₹2·22 lakhs (£14,800), and **lac** from ₹45,000 (£3,000) to ₹72,000 (£4,800). Of the **exports** 53 per cent consisted of **cotton yarn** (all of Indian manufacture) and this article increased from ₹20·34 lakhs (£135,600) to ₹21·75 lakhs (£145,000). **Cotton piece-goods** again showed continued development at ₹5·11 lakhs (£34,067) as compared with ₹5·05 lakhs (£33,667) in the previous year. The other principal items of export were: **raw cotton** ₹3·91 lakhs (£26,067), **jadestone** ₹1·31 lakh (£8,733), **provisions** ₹2·05 lakhs (£13,667), and **salt** ₹1·49 lakh (£9,933). Exports of **petroleum** increased by 56 per cent and rose from ₹36,700 (£2,447) to ₹57,320 (£3,821).

Shan States (North and South) are Native States under British suzerainty, but for convenience of registration they are treated as foreign countries, and two-thirds of the trade across the Eastern Frontier relates to them. The extension of the Northern Shan States Railway to Lashio has, amongst other benefits, lowered considerably the cost of transport. The total trade increased by ₹51·94 lakhs (£346,267) or 24 per cent from ₹214·67 lakhs (£1,431,000) to ₹266·61 lakhs (£1,777,400). The principal articles imported and exported from and to these States are shown below in **thousands of rupees and of pounds sterling :—**

	North Shan States				South Shan States			
	1906-07		1907-08		1906-07		1907-08	
	₹	£	₹	£	₹	£	₹	£
Imports from—								
Animals, living	70 =	5	1,37 =	9	7,32 =	49	7,54 =	50
Letpet (pickled tea)	22,07	147	23,86	159	...	...	...	...
Tea (Foreign)	8,84	59	10,06	67	...	...	...	...
Teak timber	6,30	42	7,25	48	9,53	64	8,48	57
Grain and Pulse, chiefly rice husked	2,18	14	8,46	56	...	...	...	...
Lac	2,42	16	1,74	12	12,87	86	9,46	63
Fruits, vegetables, and nuts—								
Potatoes	...	...	...	...	2,38	16	2,78	19
Other kinds	...	...	...	...	2,97	20	3,78	25
Exports to—								
Cotton piecegoods Foreign	10,32	69	1682	112	20,78	139	31,82	212
Cotton yarn—								
Foreign	10,33	69	7,74	52	57	4	58	4
Indian	2,35	16	2,26	15	2,32	15	1,94	13
Provisions, mostly fish	7,30	49	8,88	59	4,56	30	7,18	48
Salt	3,12	21	3,20	21	1,82	12	1,62	11
Metals, mostly iron	6,78	45	3,71	25	1,35	9	1,76	12
Spices, mostly betelnuts	1,62	11	1,53	10	5,29	35	3,62	24
Silk, mostly manufactured	88	6	1,84	12	3,82	25	6,61	44

It will be seen from the above table that there was a much larger import of rice, tea, and teak from the North Shan States, but a great decline in lac and teak imported from the South Shan States. As regards exports, **cotton piece-goods, foreign,** increased by ₹6·50 lakhs (£43,000) and ₹11·04 lakhs (£74,000) to the North and South Shan States respectively. There were also noticeable increases under **provisions** and **silk manufactures** exported to the South Shan States.

North and South Siam—The trade is chiefly carried along the Thinganyinaung, Kwanbi, Pa-an, and Papun routes. Teak is floated down the Salween and Menam, but it is reported that the timber trade is much inconvenienced by constant elephant thefts. The total trade with these territories increased from R43·64 lakhs (£291,000) to R48·24 lakhs (£322,000), of this North Siam accounts for R37·85 lakhs (£252,000). The chief articles of imports from North Siam are **teak timber** (R13·03 lakhs=£87,000) and **cattle** (R5·49 lakhs=£37,000) and from South Siam **manufactured silk** (R3·74 lakhs=£25,000), and those of exports to North Siam are **cotton yarn** and **piece-goods** (R6·23 lakhs=£42,000) and **silk manufactures** (R3·47 lakhs=£23,000).

Karenni—The trade with Karenni is less than R21 lakhs (£140,000) and shows a decline of 16 per cent on the previous year's figures. The diminished total is composed of R16·81 lakhs (£112,067) under imports and R3·98 lakhs (£26,533) under exports. The **imports** consisted almost entirely of **teak** with a value of R16·46 lakhs (£109,733) and among the **exports** the only considerable tem is **live animals** with a reduced total of R1·17 lakh (£7,800). **Jewellery and precious stones and pearls, unset,** increased in value from R9,571 (£638) to R33,647 (£2,243).

COASTING TRADE

The Coasting Trade figures cannot be statistically examined as they stand, as the merchandise shipped from one port in British India to another undergoes double registration as an export and as an import. The correct value is therefore arrived at by adding to the value of the imports into British ports from other British ports the sum of the imports and exports in the trade between British and non-British ports in India. The value so calculated in respect of 1907-08 is, for merchandise, R5,880 lakhs (£39,200,000), the increase being R654 lakhs (£4,360,000) or 12·5 per cent on the figures of the previous year. Though **food-grains** represented a slightly diminished percentage (26·5 as against 28·9 in 1906-07) of the total, the value rose from R1,495 lakhs (£996,600) to R1,558 lakhs (£10,386,600), the increase being R63 lakhs (£420,000). Of the total value of food-grains, **rice** represented 78·5 per cent and of this grain there were greatly increased shipments from Burma to Bengal and to Bombay, while less went to Eastern Bengal and Assam where the harvest was good in 1907. The recorded exports of rice from Burma to Indian ports amounted to 979,000 tons, an increase of 166,000 tons. High prices seem to have killed the export trade in **parboiled rice** from Chittagong which was once considerable. The exports of **mineral oil** from Burma to Indian ports increased from 58·5 to 72 million gallons. The quantity taken by Calcutta for distribution by sea to other ports increased from 33 to 37 million gallons, the direct shipment from Burma to other provinces being—Bombay 13·4 million gallons, Madras 12·5 million gallons, and Sind 1·9 million gallons. The coastal exports of **gunny bags** from Calcutta, mainly to Burma and Bombay, increased in value from R196·2 lakhs (£1,308,000) to R235·5 lakhs (£1,570,000) and in quantity from 64 to 80 million bags. There was a slight set-back in the coastal shipments of **Bengal coal** which fell from 2,257,000 tons to 2,213,000 tons. The quantity of **Indian made cotton piece-goods** shipped from the Bombay Presidency shews a most remarkable advance. The quantity rose from 164·5 to 239 million yards and the value from R246·6 lakhs (£1,644,000) to R387·6 lakhs (£2,584,000), the increase being 74·5 million yards or 45 per cent in quantity and R141 lakhs (£940,000) or 57

per cent in value, but in specific value 8 per cent only. The provinces in which the largest expansion took place were Bengal and Sind, as the following table shews:—

	Quantity		Value			
	1906-07	1907-08	1906-07		1907-08	
	Yds.	Yds.	₹	£	₹	£
To Bengal	39,946,898	86,119,516	62,28,886	= 415,259	1,53,61,431	= 1,024,095
„ Sind	109,901,625	136,126,905	1,59,50,055	1,063,337	2,03,80,266	1,358,684
„ Madras	1,956,617	2,871,686	3,51,073	23,405	5,12,872	34,191
„ Burma	8,767,238	9,889,587	15,69,957	104,664	18,49,122	123,275

RAILWAY GOODS TRAFFIC

The increase in **Railway goods traffic** is some measure of the growth of India's total trade, but when famine conditions prevail, as in the latter half of the year under review, interprovincial transport of grain and fodder impairs the value of the figures as an index of purely mercantile activity. The statement given below shows (in thousands) the progressive advance in the ton-mileage of goods traffic on the principal railways in India during the last five years:

	Units	Units	
1903	7,623,682	+436,143	or 6·7 per cent
1904	8,969,140	+1,345,458	„ 17·6 „
1905	9,260,752	+291,612	„ 3·2 „
1906	10,052,132	+791,380	„ 8·5 „
1907	11,103,514	+1,051,382	„ 10·4 „

The total increase in the period of five years has thus been 3,915,975,000 ton-miles or nearly 54·5 per cent on the figures for 1902. In the same quinquennium the increase in goods traffic rolling stock is one of 25 per cent, the number of wagons having risen from 99,348 in 1902 to 124,104 in 1907.

From the statistics of twenty leading railways the average charge for freight works out at 1·32 pies per ton-mile.

C. W. E. COTTON,

Offg. Director General, Commercial Intelligence

CALCUTTA
July 27, 1908

CALCUTTA: PRINTED BY SUPDT. GOVT. PRINTING, INDIA, 8, HASTINGS STREET

EAST INDIA (TRADE).

TABLES

RELATING TO THE

TRADE OF BRITISH INDIA

WITH

BRITISH POSSESSIONS

AND FOREIGN COUNTRIES,

1902-03 TO 1906-07.

Presented to both Houses of Parliament by Command of His Majesty.

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1908.

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EXPLANATORY NOTE.

The following tables are an abstract of the Annual Statement of the Trade and Navigation of British India with Foreign Countries for 1906–07 issued in India in two volumes.* Values are expressed in pounds at the rate of 15 rupees to £1, this rate having been maintained since January, 1898, with but slight variation.

The trade dealt with in these accounts is the trade registered at British Indian ports between these ports and foreign countries. The foreign trade of ports in Native States is not recorded, as this trade is small owing to the absence of large harbours and to the prohibition of direct transhipment at British ports.

Foreign merchandise transhipped at Indian ports is excluded from the accounts of both imports and exports, as Indian ports are not transhipment centres for foreign countries to any considerable extent. The imports include goods landed, whether they are intended for home consumption, bonding or re-exportation, and such articles in passengers' luggage as are dutiable. Articles received from and despatched to foreign countries by parcel post are included, but, with certain exceptions, the contents of foreign registered letters received and despatched are not included.

Imports and exports of Government stores are dealt with separately.

The figures represent the quantities and values declared by importers and exporters in Bills of Entry and Shipping Bills, as subsequently checked by the Customs Officials. The weight recorded is the net weight, *i.e.*, it does not include the weight of the covers or packing. According to the provisions of the Indian Sea Customs Act, the values of goods imported or exported represent —

(*a*) the wholesale cash price, less trade discount, for which goods of the like kind and quality are sold or are capable of being sold at the time and place of importation or exportation, as the case may be, without any abatement or deduction whatever, except (in the case of goods imported) of the amount of the duties payable on the importation thereof; or

(*b*) where such price is not ascertainable, the cost at which goods of the like kind and quality could be delivered at such place without any abatement or deduction, except as aforesaid.

For the purpose of levying import duties the Government of India fixes tariff values of goods subject to such duties. These values are revised from time to time.

Imports are classified as received from the countries whence they were shipped direct to India and are not credited either to the country of production or to the country of original consignment both of which differ from the country of direct shipment in the case of merchandise which has its origin or is purchased in one country and is transhipped at the ports of other countries or conveyed through other countries by rail for shipment to India.

Exports are ordinarily credited to the country containing the port of destination as declared by the exporters in the Shipping Bills, whether carried there direct or after transhipment. Special mention should, however, be made of the exports to Egypt, which until the year 1903–04, consisted of consignments to Port Said for transhipment to ports beyond the Suez Canal. From 1903–04 exporters have intimated the destination of such consignments, and as the result of the amended classification the distribution of exports to Egypt has been considerably reduced and the distribution of the exports among European countries is in consequence less inexact, though it is still imperfect, and much of the trade shown as to or from Holland and Belgium is in reality trade with Germany, The distribution of the trade among Eastern countries is, however, far more imperfect, for most of the large trade with Hongkong is trade with China, though some of it is with Japan, the Philippines and America, and a large portion of the trade assigned to the Straits Settlements is really trade with the Far East. Colombo and Aden are also *entrepôts* of trade and a considerable proportion of the goods despatched to or received from those ports represents transit trade.

* The volumes can be obtained in this country from the Agents for the sale of Indian Government Publications. In these volumes values are given in rupees.

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INDIA OFFICE,
2nd March, 1908.

A. GODLEY,
Under Secretary of State.

155*b*. 875—Wt. 21908. 3/08. Wy. & S.

TABLES

RELATING TO

THE TRADE OF BRITISH INDIA.

NOTE.—*The Values throughout the following Tables are given in pounds, at the rate of 15 Rupees to £1.*

No. 1.

VALUE of the TOTAL TRADE.

	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
FOREIGN SEA-BORNE TRADE.	£	£	£	£	£
Imports:					
PRIVATE MERCHANDISE	52,525,272	56,548,862	64,452,192	68,722,713	72,205,055
GOVERNMENT STORES	4,687,504	5,179,320	5,156,305	6,019,781	5,956,410
TOTAL MERCHANDISE	57,212,776	61,728,182	69,608,497	74,742,494	78,161,465
TREASURE, PRIVATE	16,837,152	21,295,508	22,018,353	13,947,526	18,133,990
,, GOVERNMENT	82,085	4,388,564	4,320,430	7,153,150	11,585,884
TOTAL TREASURE	16,919,237	25,684,072	26,338,783	21,100,676	29,719,874
TOTAL IMPORTS	74,132,013	87,412,254	95,947,280	95,843,170	107,881,339
Exports:					
PRIVATE MERCHANDISE:					
INDIAN PRODUCE AND MANUFACTURES	83,919,801	99,755,597	102,760,848	105,459,482	115,388,249
FOREIGN DITTO	1,957,108	2,217,458	2,248,715	2,352,540	2,322,693
GOVERNMENT STORES: INDIAN	346,702	331,705	111,503	53,542	51,660
,, ,, FOREIGN	40,788	40,013	26,969	24,850	20,280
TOTAL MERCHANDISE	86,264,399	102,344,773	105,148,035	107,890,414	117,782,882
TREASURE, PRIVATE	5,873,341	5,364,782	5,392,377	4,299,838	3,808,672
,, GOVERNMENT	565,084	4,596,339	5,634,834	6,013,499	3,497
TOTAL TREASURE	6,438,425	9,961,121	11,027,211	10,313,337	3,812,169
TOTAL EXPORTS	92,702,824	112,305,894	116,175,246	118,203,751	121,595,051
Total Sea-borne Trade	166,834,837	199,718,148	212,122,526	214,046,921	229,476,390
NET EXPORTS OF MERCHANDISE	29,051,623	40,616,591	35,539,538	33,147,920	39,621,417
NET IMPORTS OF TREASURE	10,480,812	15,722,951	15,311,572	10,787,339	25,907,705
EXCESS OF EXPORTS	18,570,811	24,893,640	20,227,966	22,360,581	13,713,712
LAND FRONTIER TRADE.					
Imports:					
MERCHANDISE	4,094,694	4,721,561	4,748,627	5,526,127	5,900,703
TREASURE	486,039	508,031	963,126	740,134	708,603
TOTAL IMPORTS	4,580,733	5,229,592	5,711,753	6,266,261	6,609,306
Exports:					
MERCHANDISE	3,529,173	3,580,472	4,046,575	4,374,196	4,412,520
TREASURE	341,341	383,863	454,666	529,668	766,077
TOTAL EXPORTS	3,870,514	3,964,335	4,501,241	4,903,864	5,178,597
Total Land Trade	8,451,247	9,193,927	10,212,994	11,170,125	11,787,903

VALUE of IMPORTS of MERCHANDISE (exclusive of Government Stores) from PRINCIPAL COUNTRIES into British India.

COUNTRIES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
		£	£	£	£	£
UNITED KINGDOM		34,855,099	36,706,020	42,021,951	45,825,871	48,198,645
BRITISH POSSESSIONS:						
Europe:	Gibraltar	3,590	2,926	2,578	3,465	4,437
	Malta	926	738	694	847	1,775
Asia:	Aden	157,500	151,740	182,578	214,626	166,318
	Bahrein Islands	*	*	0	0	334,042
	British Borneo	0	0	79	0	1
	Ceylon	474,500	469,918	415,201	447,301	566,312
	China, Hong Kong	1,002,552	822,833	820,993	679,440	561,809
	Maldive Islands	1,959	4,780	4,655	6,301	7,407
	Straits Settlements	1,549,589	1,638,768	2,019,029	1,701,164	1,845,726
Africa:	British East Africa	153,892	150,141	163,348	179,507	141,040
	Cape Colony	1,858	1,761	11,568	1,150	1,420
	Mauritius	1,333,840	1,734,578	1,325,376	1,385,803	1,445,055
	Natal	3,039	5,982	16,344	5,027	3,653
	Somaliland	138	2,672	1,215	487	4,026
America:	Canada	0	8,887	425	11	1,656
	British Guiana	17	271	230	367	428
	British West Indies	5,396	187	276	279	25
Australia		317,463	408,995	541,601	606,872	467,626
New Zealand		3,804	795	3,998	7,863	5,507
		5,010,063	5,405,972	5,510,188	5,240,510	5,558,263
FOREIGN COUNTRIES:						
Europe:	Austria-Hungary	1,701,464	1,467,852	2,672,187	2,738,356	2,045,655
	Belgium	2,061,487	2,214,308	2,346,768	2,984,002	2,903,595
	Denmark	341	307	115	934	234
	France	945,516	1,078,656	1,203,467	1,152,525	975,156
	Germany	1,441,251	1,948,063	2,488,206	2,915,040	3,860,580
	Greece	658	1,300	552	2,629	1,088
	Holland	412,414	502,909	399,113	400,851	418,551
	Italy	557,115	636,372	844,275	802,295	720,728
	Norway	38,071	44,532	48,886	64,225	76,128
	Portugal	1,343	2,814	2,348	3,176	12,268
	Roumania	0	0	0	0	76,362
	Russia	1,803,882	1,663,866	1,115,144	188,664	71,767
	Spain	12,587	18,831	39,235	71,825	63,464
	Sweden	52,231	82,804	67,848	115,291	148,592
	Turkey in Europe	2,532	2,096	2,608	3,695	4,495
Asia:	Arabia	438,241	482,238	471,508	630,058	380,898
	Borneo	2,971	66,000	199,438	98,091	26,054
	China, Treaty Ports	463,423	495,148	461,083	503,651	433,923
	French Indo-China	117	340	23	25	4,530
	Japan	573,061	854,977	782,269	856,244	1,073,401
	Java	328,508	802,154	1,345,018	1,207,536	1,936,271
	Mekran and Sonmiani	46,326	32,587	35,580	42,849	41,756
	Persia	432,257	291,640	294,048	288,316	317,774
	Philippine Islands	9,999	6,388	8,545	22,777	13,031
	Siam	167,682	197,728	264,786	363,200	376,527
	Sumatra	8,465	31,078	126,265	110,194	252,261
	Turkey in Asia	123,986	251,528	245,240	304,970	338,775
	Other Countries	10	12	70	27	570
Africa:	Abyssinia	2,584	2,453	8,652	10,396	1,266
	Egypt	202,668	387,060	405,445	228,966	104,777
	Madagascar	912	912	681	1,543	813
	Portuguese East Africa	7,299	5,910	6,012	5,771	5,606
	German ,, ,,	1,373	453	214	1,211	1,186
	Réunion	60	4,624	15,406	22,809	57,778
	Other Countries	9,735	6,341	8,227	6,958	4,083
America:	United States	808,661	852,474	990,494	1,495,043	1,698,037
	Argentine Republic	10	0	20,189	11,564	167
	Other Countries	870	57	77	174	0
Australasia:	New Caledonia	0	58	31	451	0
		12,660,110	14,436,870	16,920,053	17,656,332	18,448,147
TOTAL IMPORTS		52,525,272	56,548,862	64,452,192	68,722,713	72,205,055

* Not separately shown.

VALUE of EXPORTS of FOREIGN (including BRITISH and COLONIAL) MERCHANDISE (exclusive of Government Stores) to PRINCIPAL COUNTRIES from British India.

COUNTRIES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
		£	£	£	£	£
UNITED KINGDOM		421,499	437,049	457,807	453,662	540,726
BRITISH POSSESSIONS:						
Europe:	Gibraltar	1,420	1,402	1,791	1,148	892
	Malta	1,257	1,432	1,569	1,248	613
Asia:	Aden	99,272	97,374	94,542	118,048	112,852
	Bahrein Islands	*	*	0	0	71,911
	Ceylon	84,862	84,380	104,689	104,755	85,540
	China, Hong Kong	79,646	113,078	135,652	107,450	117,620
	Maldive Islands	148	567	3,364	765	492
	Straits Settlements	156,557	138,106	133,914	95,563	91,504
Africa:	British East Africa	91,327	91,853	113,730	102,731	95,510
	Cape Colony	9,171	7,657	5,171	5,091	5,082
	Mauritius	37,019	68,350	49,616	34,760	40,564
	Natal	33,546	25,137	24,997	21,708	12,580
	Somaliland	3,169	5,124	1,782	773	2,634
America:	Canada	313	46	99	147	511
	British Guiana	54	215	78	634	661
	British West Indies	196	374	77	422	330
Australia		2,998	13,606	7,162	4,801	3,428
New Zealand		803	312	409	158	772
Other Countries		0	0	0	66	0
		601,758	649,013	678,642	600,268	643,496
FOREIGN COUNTRIES:						
Europe:	Austria-Hungary	13,292	14,553	25,174	15,851	23,591
	Belgium	8,339	9,356	8,417	10,061	6,122
	Denmark	508	2	0	0	0
	France	9,789	9,028	9,820	24,146	32,231
	Germany	8,077	14,670	23,179	26,036	31,634
	Greece	412	550	396	70	316
	Holland	280	348	360	116	257
	Italy	15,146	22,055	27,455	55,572	30,413
	Russia	3,543	8,876	14,910	10,376	7,559
	Turkey in Europe	103	80	513	897	385
	Other Countries	0	3	23	539	111
Asia:	Arabia	227,212	273,845	296,818	400,443	291,148
	China, Treaty Ports	10,671	10,163	47,513	9,946	8,468
	Japan	7,044	12,471	18,623	16,426	11,598
	Java	1,458	600	1,067	1,712	1,852
	Mekran and Sonmiani	12,441	17,312	18,332	24,357	34,712
	Persia	382,351	421,255	371,641	408,977	359,358
	Philippine Islands	343	1,087	251	3,934	278
	Siam	12,740	24,238	22,032	25,216	34,446
	Sumatra	42	233	46	1	749
	Turkey in Asia	83,097	122,559	94,893	123,447	112,656
	Other Countries	1,912	30	405	307	213
Africa:	Abyssinia	4,214	4,719	8,107	5,987	3,892
	Egypt	13,176	12,400	17,335	14,611	19,276
	German East Africa	16,894	18,399	21,064	32,405	42,484
	Madagascar	5,426	5,845	5,114	4,454	7,430
	Portuguese East Africa	72,515	108,190	63,685	65,278	57,107
	Other Countries	833	815	1,352	3,260	1,255
America:	United States	21,989	17,591	13,741	14,174	18,555
	Other Countries	4	123	0	11	375
		933,851	1,131,396	1,112,266	1,298,610	1,138,471
TOTAL EXPORTS OF FOREIGN MERCHANDISE		1,957,108	2,217,458	2,248,715	2,352,540	2,322,693

* Not separately shown.

VALUE of EXPORTS of INDIAN PRODUCE and MANUFACTURES (exclusive of Government Stores) to PRINCIPAL COUNTRIES from British India.

COUNTRIES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
		£	£	£	£	£
UNITED KINGDOM		21,165,230	27,060,819	28,287,046	26,665,055	31,289,511
BRITISH POSSESSIONS:						
Europe:	Gibraltar	7,552	5,884	6,933	27,264	7,828
	Malta	1,992	2,480	1,593	3,890	1,729
Asia:	Aden	610,365	1,002,019	862,086	838,602	746,420
	Bahrein Islands	*	*	80,596	99,295	94,275
	Borneo	269	387	879	864	1,483
	Ceylon	2,937,383	3,053,594	3,303,412	3,690,112	4,254,617
	China, Hong Kong	6,205,130	7,231,525	7,602,647	8,836,349	7,249,573
	Maldive Islands	7,034	13,494	12,876	14,465	12,920
	Straits Settlements	5,025,270	4,804,569	4,167,077	4,199,791	4,352,661
Africa:	British East Africa	333,062	332,164	381,720	327,745	368,927
	„ West „	0	26,709	0	0	222
	Cape Colony	336,059	207,885	214,593	207,187	248,479
	Mauritius	716,463	769,385	755,309	753,058	832,740
	Natal	454,221	368,588	359,668	361,648	358,416
	Somaliland	51,034	72,136	59,586	66,463	33,305
America:	Canada	170,806	263,096	385,890	506,511	517,942
	Newfoundland	288	0	0	0	0
	British Honduras	3,830	0	0	0	0
	„ West Indies	99,752	79,484	82,868	114,320	78,581
	„ Guiana	78,339	79,289	97,934	64,673	37,296
Australia		731,434	1,000,012	913,360	1,346,385	1,587,620
New Zealand		227,002	259,004	214,120	248,803	264,345
Other Countries		0	0	480	315	228
		17,997,285	19,571,704	19,503,627	21,707,740	21,049,607
FOREIGN COUNTRIES:						
Europe:	Austria-Hungary	2,132,500	3,194,723	3,116,023	3,194,192	4,012,295
	Belgium	3,501,660	5,107,961	5,591,172	4,333,644	4,798,542
	Bulgaria	0	2,312	1,942	3,611	27,274
	Denmark	2,249	71,857	46,943	3,161	6,250
	France	6,091,940	6,589,898	6,363,188	6,359,873	7,470,046
	Germany	6,775,719	9,864,671	9,514,199	9,798,577	13,149,723
	Greece	6,277	11,964	16,804	7,146	17,845
	Holland	539,303	1,232,473	1,612,281	1,186,597	1,201,816
	Italy	2,264,204	3,300,602	2,839,111	3,126,447	3,803,607
	Norway	84	779	140	1,400	2,932
	Portugal	800	3,533	3,449	10,757	9,463
	Roumania	0	14,176	44,097	41,778	52,335
	Russia	256,867	518,800	373,718	387,541	494,342
	Spain	383,645	846,231	779,724	1,023,427	1,055,104
	Sweden	39,192	70,530	140,889	119,638	152,557
	Turkey in Europe	90,557	121,207	113,341	116,950	128,372
Asia:	Arabia	741,621	705,313	989,321	920,275	644,760
	China, Treaty Ports	4,366,757	4,685,013	5,351,696	5,374,068	5,318,539
	French Indo-China	141,359	296,010	173,128	177,580	214,771
	Japan	3,889,792	5,626,258	6,478,115	6,617,937	4,729,964
	Java	237,139	277,519	300,627	677,535	350,876
	Mekran and Sonmiani	31,985	28,990	33,520	28,081	26,870
	Persia	422,390	314,378	345,210	216,388	257,816
	Philippine Islands	152,025	328,260	88,441	138,950	123,050
	Siam	33,818	154,799	149,434	200,076	170,293
	Sumatra	7,978	8,928	28,645	58,701	92,605
	Turkey in Asia	465,803	682,388	725,720	599,822	661,565
	Other Countries	509	3,846	467	1,776	2,883
Africa:	Abyssinia	44,832	56,307	187,424	120,870	51,335
	Egypt †	5,131,122	858,502	868,366	1,061,329	1,316,820
	German East Africa	24,751	28,456	33,170	90,072	120,763
	Madagascar	8,978	8,785	11,005	10,831	9,204
	Portuguese East Africa	167,322	283,152	131,855	166,205	205,595
	Réunion	120,305	129,519	57,863	60,716	21,589
	Other Countries	43,822	72,375	60,603	86,639	35,924
America:	United States	5,668,045	6,020,077	6,473,954	8,672,130	10,415,735
	West Indies	121,803	186,204	170,907	297,218	262,666
	Mexico	13,750	10,559	14,383	12,366	10,428
	Argentine Republic	497,916	843,279	980,584	1,027,816	938,087
	Brazil	261,175	209,062	273,453	118,394	68,714
	Chile	186,046	213,184	358,566	497,264	384,325
	Peru	26,638	39,541	45,493	47,661	91,026
	Uruguay	24,232	51,306	48,250	45,471	36,448
	Sandwich Islands	35,191	43,374	26,283	38,733	78,089
	Other Countries	5,168	5,068	3,580	5,443	21,405
Australasia:	New Caledonia	7	905	3,091	1,601	4,483
		44,757,286	53,123,074	54,970,175	57,086,687	63,049,131
TOTAL EXPORTS OF INDIAN PRODUCE AND MANUFACTURES		83,919,801	99,755,597	102,760,848	105,459,482	115,388,249

* Not separately shown.
† See Explanatory Note, page 2.

Total Quantity* of Imports of Merchandise.

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
I.—Animals, Living :						
Horses	No.	9,938	13,061	14,389	11,457	9,904
Other kinds	„	2,220	1,763	13,607	2,422	5,744
Total Number of Animals, Living	„	12,158	14,824	27,996	13,879	15,648
II.—Articles of Food and Drink :						
Coffee	Cwt.	12,182	8,515	7,199	7,370	7,658
Fruits and Vegetables (fresh) :						
Fruits :						
Cocoanuts	No.	10,408,774	16,086,653	11,736,618	12,258,470	10,975,127
„ Kernel or Copra	Cwt.	3,316	2,187	372	2,174	4,335
Other sorts		—	—	—	—	—
Vegetables, fresh		—	—	—	—	—
Grain and Pulse :						
Barley	Cwt.	628	21,792	7,220	25,948	32,339
Pulse	„	195,772	62,471	43,022	66,665	82,702
Rice in the husk	„	24	805	928	965	3,164
„ not in the husk	„	28,118	6,156	15,104	7,230	121,891
Wheat	„	783	18,852	129	454,614	209,696
Wheat flour	„	23,725	18,578	8,346	13,098	4,903
Other sorts	„	10,608	11,091	10,777	53,714	69,996
	„	259,658	139,745	85,526	622,234	524,691
Hops	Cwt.	4,427	4,619	4,194	4,002	3,059
Liquors :						
Ale, Beer and Porter	Gals.	3,820,938	4,062,016	4,607,530	5,002,448	4,916,294
Cider and other Fermented Liquors	„	5,868	5,707	6,019	8,909	10,219
Spirits :						
Brandy	„	321,363	362,432	370,458	406,123	333,957
Gin	„	71,446	78,884	76,111	79,088	68,575
Liqueurs	„	14,588	14,514	14,469	15,706	12,262
Rum	„	43,686	65,052	67,090	74,725	66,579
Whisky	„	606,037	602,790	586,550	649,395	592,514
Other sorts	„	323,833	286,159	329,529	395,455	415,474
	„	1,380,953	1,409,831	1,444,207	1,620,492	1,489,361
Wines :						
Champagne	„	36,149	29,327	28,837	34,868	28,216
Claret	„	61,084	61,770	48,505	47,415	44,013
Port	„	89,272	86,364	91,371	95,804	95,610
Sherry	„	25,599	24,829	23,767	24,845	22,196
Other sorts	„	121,747	130,733	126,729	138,737	139,307
	„	333,851	333,023	319,209	341,669	329,342
Total, Liquors	„	5,541,610	5,810,577	6,376,965	6,973,518	6,745,216
Provisions :						
Bacon and Hams	Lb.	1,231,934	1,267,724	1,373,474	1,600,898	1,487,729
Biche de mer	„	26,856	19,493	18,333	33,616	6,744
Biscuits of all kinds	„	1,690,387†	4,786,923	4,265,178	5,205,371	5,620,799
Butter	„	279,183	277,112	264,396	282,738	244,577
Canned and Bottled Provisions	Cwt.	‡	‡	‡	40,311	59,524
Cheese	Lb.	1,123,260	669,492	1,228,707	1,263,763	1,275,111
Farinaceous Foods	Cwt.	‡	‡	‡	80,815	181,238
Fish, dry, salted	Lb.	15,089,558	11,837,341	16,339,925	18,088,861	14,404,955
„ dry, unsalted	„	2,963,683	4,742,367	2,879,140	4,192,663	3,889,293
„ wet, salted (*ngapi*)	„	15,896,408	10,688,268	11,204,395	10,903,845	8,711,021
Fishmaws and Sharkfins	„	1,500,457	1,588,692	1,330,326	1,388,365	1,215,972
Fruits and Vegetables—dried, salted, or preserved :						
Almonds	Cwt.	‡	‡	‡	79,895	50,492
Dates	„	663,390	725,003	812,284	867,229	814,781
Other sorts	„	91,924	128,503	117,821	52,728	60,771
Ghi	Lb.	21,370	127,868	135,666	419,398	492,493
Jams and Jellies	„	626,157†	1,114,425	1,403,179	1,525,155	1,648,141
Milk, condensed and preserved	„	1,490,154†	4,137,066	4,786,386	6,022,825	6,196,492
Pickles, Vinegar, Sauces, and Condiments	Cwt.	‡	‡	‡	14,878	16,300
Other sorts	„	302,472	266,539	301,926	129,560	45,091
Salt	Tons	423,288	446,559	486,980	464,531	467,949

* The mark — denotes that the quantities are not stated, owing to the variety of articles included under one head or for other reasons ; while the mark 0 signifies that there was no import or export at all, as the case may be, of the article in question.

† Not separately enumerated till October, 1902.

‡ „ „ „ „ April, 1905.

Total Value of Imports of Merchandise.

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
	£	£	£	£	£
I.—Animals, Living:					
Horses	275,696	349,906	369,863	311,734	299,262
Other kinds	20,931	7,616	25,312	17,696	11,124
Total Value of Animals, Living	296,627	357,522	395,175	329,430	310,386
II.—Articles of Food and Drink:					
Coffee	22,174	15,757	14,856	16,247	17,989
Fruits and Vegetables (fresh):					
Fruits:					
Cocoanuts	31,416	43,166	36,816	36,549	33,206
,, Kernel or Copra	2,427	1,704	308	1,783	4,127
Other sorts	3,264	8,490	8,970	11,270	10,004
Vegetables, fresh	1,262	8,777	10,103	21,485	13,054
	38,369	62,137	56,197	71,087	60,391
Grain and Pulse:					
Barley	182	5,700	1,883	6,166	7,271
Pulse	65,761	20,136	13,232	22,304	28,395
Rice in the husk	3	206	207	217	844
,, not in the husk	10,088	2,242	5,627	2,668	51,427
Wheat	317	6,518	29	150,243	75,932
Wheat Flour	10,328	9,003	5,052	6,929	2,765
Other sorts	2,627	2,869	2,784	16,566	21,669
	89,306	46,674	28,814	205,093	188,303
Hops	26,384	33,445	40,539	18,730	18,914
Liquors:					
Ale, Beer and Porter	344,425	372,756	402,798	419,708	401,801
Cider and other Fermented Liquors	1,273	1,253	1,299	1,911	2,088
Spirits:					
Brandy	171,003	186,117	190,308	210,302	183,329
Gin	19,529	21,184	19,922	21,273	17,592
Liqueurs	12,282	12,330	11,942	12,929	10,264
Rum	5,858	7,950	8,486	8,721	7,283
Whisky	272,987	265,587	257,073	283,782	251,921
Other sorts	152,933	167,837	182,888	188,226	187,578
	634,592	661,005	670,619	725,233	657,967
Wines:					
Champagne	67,175	53,810	52,268	64,412	50,521
Claret	19,451	16,950	13,277	13,597	11,086
Port	50,795	48,717	50,192	53,396	51,968
Sherry	12,645	11,752	11,165	12,154	11,200
Other sorts	50,063	51,967	47,697	54,797	51,213
	200,129	183,196	174,599	198,356	175,988
Total, Liquors	1,180,419	1,218,210	1,249,315	1,345,208	1,237,844
Provisions:					
Bacon and Hams	54,442	54,415	53,979	62,676	63,514
Biche de mer	632	547	452	666	186
Biscuits of all kinds	44,934*	120,318	113,342	138,608	151,891
Butter	21,071	21,102	19,033	20,834	17,776
Canned and Bottled Provisions	†	†	†	122,431	166,425
Cheese	41,238	35,611	41,952	44,767	46,966
Farinaceous Foods	†	†	†	96,625	175,774
Fish, dry, salted	131,459	102,358	135,863	177,067	126,537
,, dry, unsalted	11,956	16,570	10,704	12,960	17,296
,, wet, salted (*ngapi*)	40,226	29,209	30,648	29,070	25,790
Fishmaws and Sharkfins	36,548	39,163	33,680	35,026	32,298
Fruits and Vegetables—dried, salted, or preserved:					
Almonds	†	†	†	118,860	93,900
Dates	209,598	241,839	273,069	299,181	322,497
Other sorts	99,724	161,684	150,861	47,917	59,231
Ghi	568	3,382	3,733	11,965	14,257
Jams and Jellies	12,455*	22,868	28,486	32,467	34,079
Milk, Condensed and Preserved	27,217*	75,612	87,509	111,119	117,890
Pickles, Vinegar, Sauces and Condiments	†	†	†	27,577	31,802
Other sorts	495,299	426,842	460,555	200,596	117,451
	1,227,367	1,351,520	1,443,866	1,590,412	1,615,560
Salt	414,336	424,611	474,199	438,125	445,159

* Not separately enumerated till October, 1902.
† ,, ,, ,, ,, April, 1905.

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
II.—ARTICLES OF FOOD AND DRINK—*continued.*						
Spices:						
Betelnuts	Lb.	86,955,129	85,887,737	104,768,945	105,186,189	119,732,410
Cardamoms	,,	185,960	269,132	422,572	435,407	284,469
Cloves	,,	7,132,676	6,659,913	6,523,479	8,345,521	5,062,782
Ginger	,,	664,041	2,104,746	874,625	1,089,515	1,026,344
Nutmegs	,,	626,871	571,118	854,818	671,445	715,018
Pepper	,,	1,904,573	748,011	1,002,499	994,432	1,061,826
Other sorts	,,	252,083	306,368	400,384	311,901	273,541
	,,	97,721,333	96,547,025	114,847,322	117,034,410	128,156,390
Sugar:						
Refined or crystallised, including sugar-candy	Cwt.	4,986,851	5,828,501	6,433,593	7,367,104	9,222,498
Unrefined	,,	344	209,614	116,204	329,087	508,184
Molasses	,,	450,880	266,777	356,032	539,075	1,322,038
Confectionery	,,	24,121	28,951	30,988	35,863	51,315
	,,	5,462,196	6,333,843	6,936,817	8,271,129	11,104,035
Tea:						
Black	Lb.	*	1,889,611	2,673,008	2,628,906	1,699,618
Green	,,	*	1,783,222	1,061,571	1,170,366	984,257
	,,	3,848,357	3,672,833	3,734,579	3,799,272	2,683,875
Other articles	Cwt.	160	541	637	547	779
III.—METALS AND MANUFACTURES OF:						
Metals:						
Brass (mainly wrought)	Cwt.	11,644	11,097	9,810	10,783	11,138
Copper:						
Old, for re-manufacture	,,	1,156	951	1,723	1,561	1,382
Unwrought:						
Tiles, ingots, cakes, and bricks	,,	88,241	101,089	68,936	20,161	12,661
Other sorts	,,	3,903	4,935	1,505	2,500	500
Wrought:						
Braziers and Sheets	,,	*	*	*	64,867	36,990
Lametta	,,	3,416	3,270	3,795	2,474	2,522
Mixed or Yellow Metal, for sheathing	,,	195,672	192,698	240,184	161,795	138,373
Other manufactures	,,	103,462	130,148	111,090	18,159	19,531
	,,	395,850	433,091	427,233	271,517	211,959
German Silver	,,	23,132	18,387	22,735	21,527	19,753
Iron:						
Old, for re-manufacture, and Ore	,,	15,301	22,036	14,388	14,866	17,935
Cast (pig)	,,	460,574	531,953	471,787	636,163	667,285
Wrought:						
Anchors, Cables, and Kentledge	,,	16,762	26,024	27,710	30,692	27,909
Angle, Bolt, and Rod	,,	164,995	162,413	130,818	115,661	70,817
Bar	,,	702,861	650,409	658,612	781,360	606,604
Beams, Pillars, Girders, and Bridge-work	,,	63,510	89,287	135,283	149,517	206,243
Bolts and Nuts	,,	*	*	*	54,081	78,991
Hoop	,,	78,815	72,513	56,154	87,508	62,361
Nails, Screws, Rivets, and Washers	,,	208,566	283,784	256,593	295,834	282,687
Pipes and Tubes	,,	414,756	821,783	629,641	514,060	668,539
Rice-bowls	,,	85,650	94,667	101,092	98,907	103,039
Sheets and Plates:						
Galvanised	,,	1,162,108	1,243,188	1,953,029	1,345,143	1,880,828
Tinned	,,	242,991	298,156	377,093	357,902	242,878
Not Galvanised or Tinned	,,	104,489	95,248	73,538	80,954	67,058
Wire	,,	32,258	40,212	50,396	53,043	53,776
Other manufactures of iron, or of iron mixed with steel	,,	172,196	144,466	181,298	94,643	184,954
	,,	3,925,832	4,576,139	5,117,432	4,710,334	5,221,904
Lead:						
Ore	,,	4,353	3,850	4,579	3,294	2,596
Pig	,,	21,585	25,381	19,453	29,267	19,566
Wrought:						
Sheets, Pipes, and Tubes	,,	11,987	12,631	10,085	13,606	11,812
Sheets for tea chests	,,	79,606	88,296	88,752	82,166	57,307
Other sorts	,,	10,623	9,946	11,188	15,511	11,174
	,,	128,154	140,104	134,057	143,844	102,455

* Not separately enumerated.

TOTAL VALUE of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
II.—ARTICLES OF FOOD AND DRINK—*continued.*	£	£	£	£	£
Spices:					
Betelnuts	384,833	349,221	475,471	506,733	769,002
Cardamoms	9,753	13,247	16,801	17,206	15,257
Cloves	98,383	113,553	129,008	146,762	108,557
Ginger	8,602	22,747	7,138	9,058	11,362
Nutmegs	15,488	14,525	20,671	14,343	15,230
Pepper	38,609	18,046	24,634	27,980	28,044
Other sorts	9,535	16,672	14,514	11,644	12,075
	565,203	548,011	688,237	733,726	959,527
Sugar:					
Refined or crystallised, including sugar-candy	3,179,708	3,750,344	4,424,056	4,815,064	5,212,283
Unrefined	175	97,883	49,843	185,078	242,936
Molasses	60,448	36,257	49,721	92,022	255,541
Confectionery	62,942	72,699	78,201	90,849	114,648
	3,303,273	3,957,183	4,601,821	5,183,013	5,825,408
Tea:					
Black	*	60,898	75,856	73,925	55,385
Green	*	77,984	50,545	48,404	52,274
	137,320	138,882	126,401	122,329	107,659
Other articles	20	54	76	67	98
Total Value of Articles of Food and Drink	7,004,171	7,796,483	8,724,321	9,724,037	10,476,852
III.—METALS AND MANUFACTURES OF:					
Metals:					
Brass (mainly wrought)	46,942	43,335	38,412	46,285	50,433
Copper:					
Old, for re-manufacture	3,021	2,519	4,426	4,563	4,835
Unwrought:					
Tiles ingots, cakes, and bricks	286,773	337,728	240,493	74,523	59,968
Other sorts	10,930	14,348	4,515	9,909	2,302
Wrought:					
Braziers and Sheets	*	*	*	260,561	184,636
Lametta	40,161	36,865	40,131	27,088	28,995
Mixed or Yellow Metal, for sheathing	581,071	578,050	714,180	495,585	542,027
Other manufactures	386,332	476,344	402,223	84,266	105,957
	1,308,288	1,445,852	1,405,968	956,495	928,770
German Silver	140,705	99,646	127,842	107,838	120,022
Iron:					
Old, for re-manufacture, and Ore	2,248	3,039	1,906	1,801	2,574
Cast (pig)	90,502	92,326	80,870	107,864	122,878
Wrought:					
Anchors, Cables, and Kentledge	14,705	25,620	24,251	27,331	23,925
Angle, Bolt, and Rod	65,191	62,528	48,075	42,797	30,202
Bar	260,512	238,284	228,095	265,934	234,600
Beams, Pillars, Girders, and Bridge-work	41,475	53,974	67,694	72,562	133,221
Bolts and Nuts	*	*	*	52,072	76,842
Hoop	33,808	31,084	23,318	35,051	27,244
Nails, Screws, Rivets, and Washers	147,537	188,623	175,453	193,247	201,499
Pipes and Tubes	229,542	385,407	307,925	254,657	341,152
Rice-bowls	53,933	61,367	64,764	59,308	59,821
Sheets and Plates-					
Galvanised	703,537	720,545	1,055,596	786,202	1,253,768
Tinned	189,531	212,707	255,179	245,984	187,826
Not Galvanised or Tinned	43,367	37,459	28,248	30,550	28,100
Wire	20,516	24,144	29,979	31,973	34,868
Other manufactures of iron, or of iron mixed with steel	123,922	116,753	132,055	64,461	120,368
	2,020,326	2,253,860	2,523,408	2,271,794	2,878,888
Lead:					
Ore	3,860	3,521	4,049	2,947	2,435
Pig	13,843	16,262	13,135	21,378	19,241
Wrought:					
Sheets, Pipes, and Tubes	9,560	10,070	8,097	12,604	12,208
Sheets for tea chests	78,461	84,274	86,201	74,916	58,449
Other sorts	10,799	9,630	11,224	14,673	13,171
	116,523	123,757	122,705	126,518	105,504

* Not separately enumerated.

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
III.—METALS AND MANUFACTURES OF—*continued.*						
Metals—*continued.*						
Quicksilver	Lb.	221,239	232,494	238,562	256,562	265,269
Steel:						
Angle, Channel, and Spring	Cwt.	222,753	282,017	308,086	454,718	445,867
Bars	,,	856,715	1,115,933	1,229,590	1,963,574	1,402,762
Beams, Pillars, Girders, and Bridge-work	,,	443,479	695,520	624,919	986,667	924,050
Cast	,,	16,189	15,928	24,369	72,827	48,039
Hoop	,,	317,815	419,761	317,302	416,428	387,134
Plates and sheets	,,	709,353	899,697	902,064	1,433,596	1,361,780
Other sorts	,,	853,848	1,097,843	825,292	372,464	682,994
	,,	3,420,152	4,526,699	4,231,622	5,700,274	5,252,626
Tin:						
Unwrought (block)	,,	27,830	40,358	39,187	20,939	19,967
Wrought (including plates or sheets, not tinned iron)	,,	170	128	136	213	369
	,,	28,000	40,486	39,323	21,152	20,336
Zinc or Spelter:						
Unwrought	,,	74,322	75,531	57,063	49,424	60,142
Wrought or manufactured	,,	23,380	23,662	25,038	24,353	28,476
Other sorts	,,	189	532	802	895	2,780
	,,	97,891	99,725	82,903	74,672	91,398
Unenumerated	,,	7,149	9,392	15,975	22,370	18,626
Total Metals	,,	8,039,780	9,857,196	10,083,220	10,978,764	10,952,564
Hardware and Cutlery (including plated ware):						
Cutlery		—	—	—	—	—
Hardware:						
Agricultural Implements		—	—	—	—	—
Other implements and tools		—	—	—	—	—
Enamelled Iron Ware		—	—	—	—	—
Lamp Ware		—	—	—	—	—
Sewing machines	No.	18,770	26,247	26,455	26,683	29,207
Other sorts		—	—	—	—	—
Machinery and Millwork:						
Steam Engines and parts:						
Locomotives (excluding those for Railways)		—	—	—	—	—
Other sorts		—	—	—	—	—
Agricultural (not being steam)		—	—	—	—	—
Not Steam Engines:						
Electrical		—	—	—	—	—
Mining		—	—	—	—	—
Textile		—	—	—	—	—
Other sorts		—	—	—	—	—
Railway Plant and Rolling-stock:						
Carriages and Trucks, and parts thereof		—	—	—	—	—
Locomotive Engines and Tenders, and parts thereof		—	—	—	—	—
Materials for Construction:						
Rails and Fish plates of steel and iron	Cwt.	786,010	926,796	797,864	549,684	1,591,386
Sleepers and Keys ,, ,,	,,	189,641	81,552	126,980	456,799	303,003
Other sorts	,,	255,247	424,431	752,965	750,642	1,443,583
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:						
Chemicals:						
Alum	Cwt.	61,081	67,930	60,170	70,803	72,344
Arsenic	,,	2,957	2,380	1,882	2,490	1,925
Bleaching Materials	,,	*	*	*	38,758	60,901
Calcium Carbide	,,	*	*	*	8,552	8,370
Copperas	,,	17,727	25,979	20,240	25,193	20,680
Cyanide of Potassium	,,	*	*	*	4,587	5,093
Disinfectants	,,	*	*	*	14,515	15,833
Sal Ammoniac	,,	3,810	4,677	4,463	5,352	5,770
Soda Compounds:						
Soda Bicarbonate	,,	76,486	66,972	74,320	68,417	75,492
,, Caustic	,,	*	*	*	69,613	84,020
Other sorts	,,	*	*	*	20,000	27,210
Sulphur (Brimstone)	,,	44,632	46,581	56,982	69,945	67,448
Sulphuric Acid	,,	50,204	74,666	64,362	56,602	64,401
Other sorts		—	—	—	—	—

* Not separately enumerated till April, 1905.

TOTAL VALUE of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
III.—METALS AND MANUFACTURES OF—*continued.*	£	£	£	£	£
Metals—*continued.*					
Quicksilver	25,776	26,776	26,051	26,642	27,146
Steel:					
Angle, Channel, and Spring	82,574	97,385	102,571	159,597	163,067
Bars	321,068	396,613	409,565	636,193	499,468
Beams, Pillars, Girders, and Bridgework	152,087	230,063	193,532	307,672	314,256
Cast	16,936	16,041	20,885	55,714	45,443
Hoop	142,298	186,616	137,430	178,033	175,955
Plates and sheets	326,386	402,281	389,368	642,927	655,754
Other sorts	329,341	418,351	306,873	177,343	312,637
	1,370,690	1,747,350	1,560,224	2,157,479	2,166,580
Tin:					
Unwrought (block)	169,731	260,840	261,228	159,469	192,638
Wrought (including plates or sheets, not tinned iron)	813	1,146	1,174	1,684	3,633
	170,544	261,986	262,402	161,153	196,271
Zinc or Spelter:					
Unwrought	63,398	74,829	61,411	61,396	87,272
Wrought or manufactured	30,378	31,116	35,373	37,050	46,730
Other sorts	171	474	713	882	4,011
	93,947	106,419	97,497	99,328	138,013
Unenumerated	37,595	43,587	48,050	74,940	81,673
Total Metals	5,331,336	6,152,568	6,212,559	6,028,472	6,693,300
Hardware and Cutlery (including plated ware):					
Cutlery	84,526	83,700	99,696	93,675	93,869
Hardware:					
Agricultural Implements	51,595	49,212	52,372	55,317	70,395
Other Implements and Tools	72,413	74,453	75,539	88,296	110,455
Enamelled Iron Ware	54,292*	120,881	113,386	88,249	125,264
Lamp Ware	†	†	†	116,812	157,069
Sewing Machines	46,894	67,231	67,108	72,403	78,648
Other sorts	1,023,058	1,156,410	1,178,064	995,737	1,133,304
	1,248,252	1,468,187	1,486,469	1,416,814	1,675,135
Machinery and Millwork:					
Steam Engines and parts:					
Locomotives (excluding those for Railways)	11,949	5,215	10,800	14,442	44,694
Other sorts	1,077,337	1,230,161	1,302,865	654,506	829,534
Agricultural (not being steam)	0	239	1,085	1,659	1,596
Not Steam Engines:					
Electrical	†	†	†	158,554	180,272
Mining	†	†	†	49,727	41,410
Textile	†	†	†	1,659,873	1,516,302
Other sorts	779,941	999,480	1,370,078	745,027	1,246,222
	1,869,227	2,235,095	2,684,828	3,283,788	3,860,030
Railway Plant and Rolling-stock:					
Carriages and Trucks, and parts thereof	260,544	183,842	185,606	263,063	1,010,275
Locomotive Engines and Tenders, and parts thereof	367,342	278,219	205,999	201,981	508,769
Materials for Construction:					
Rails and Fish-plates of steel and iron	252,885	283,198	256,446	167,447	584,745
Sleepers and Keys " "	55,712	19,958	29,643	121,200	91,121
Other sorts	137,998	169,426	262,078	328,054	577,350
	1,074,481	934,643	939,772	1,081,745	2,772,260
Total Value of Metals and Manufactures of	9,607,822	10,874,193	11,423,324	11,904,494	15,094,594
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:					
Chemicals:					
Alum	18,789	20,500	18,390	21,204	21,294
Arsenic	3,998	3,107	2,508	3,263	2,946
Bleaching Materials	†	†	†	14,722	22,576
Calcium Carbide	†	†	†	7,396	7,504
Copperas	3,624	5,734	4,393	5,906	6,158
Cyanide of Potassium	†	†	†	17,366	19,462
Disinfectants	†	†	†	16,270	18,338
Sal Ammoniac	7,288	9,354	8,867	10,543	11,262
Soda Compounds:					
Soda Bicarbonate	30,699	26,650	29,571	26,599	28,561
" Caustic	†	†	†	39,048	46,872
Other Sorts	†	†	†	6,300	7,895
Sulphur (Brimstone)	15,275	15,739	17,823	22,377	21,696
Sulphuric Acid	36,254	53,072	44,856	41,330	43,984
Other sorts	252,214	259,301	282,415	227,152	199,848
	368,141	393,457	408,823	459,476	458,396

* Not separately enumerated till October, 1902.
† " " " April, 1905.

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*continued.*						
Drugs, Medicines, and Narcotics:						
Aloes	Cwt.	649	831	1,044	983	501
Asafœtida	„	3,887	13,343	8,330	4,530	6,062
Camphor	Lb.	1,171,880	1,091,108	1,169,238	703,736	849,261
Cassia Lignea	Cwt.	24,075	21,733	23,929	27,716	23,421
Cocaine	Oz.	*	1,400	5,431	2,842	1,771
Galangal	Cwt.	5,202	5,174	5,076	3,968	3,918
Proprietary and Patent Medicines		—	—	—	—	—
Quinine	Lb.	61,067	51,863	68,648	68,953	71,237
Other sorts		—	—	—	—	—
Opium	Lb.	341	252	347	268	259
Tobacco:						
Unmanufactured	„	505,191	558,026	801,943	679,273	1,350,390
Manufactured:						
Cigars	„	84,666	108,073	118,020	101,293	111,586
Cigarettes	„	1,724,050	2,240,179	2,518,659	3,119,071	2,912,841
Other sorts	„	1,885,803	1,788,854	1,644,567	1,611,568	1,560,972
	„	4,199,710	4,695,132	5,083,189	5,511,205	5,935,789
Dyeing and Tanning Materials:						
Alizarine Dyes	Lb.	4,830,447	6,699,635	5,875,708	6,297,577	5,732,895
Aniline „	„	4,273,130	5,482,964	4,829,369	5,308,207	6,003,849
Cochineal	Cwt.	1,697	1,156	1,380	1,890	1,533
Gambier	„	26,270	27,436	31,085	29,111	28,436
Indigo	„	1,064	219	1,427	1,244	2,392
Saffron	„	295	341	547	369	390
Other sorts	„	12,583	8,166	7,526	15,550	11,545
V.—OILS:						
Oils:						
Animal	Gals.	353,170	389,256	325,298	534,902	584,428
Essential	„	8,602	10,406	11,929	10,161	10,479
Mineral:						
Fuel Oils	„	†	†	†	1,329,194	352,312
Kerosene	„	81,451,255	71,558,593	76,190,067	50,946,017	53,037,693
Lubricating Oils	„	†	†	†	8,653,403	9,534,832
Other sorts (including Paraffin Wax)	„	†	†	†	277,930	262,065
	and Cwt.	7,421,989 343	8,963,341 164	7,441,100 228	277,930 726	262,065 1,676
	Gals.	88,873,244	80,521,934	83,631,167	61,206,544	63,186,902
	and Cwt.	343	164	228	726	1,676
Vegetable, not Essential:						
Cocoanut	Gals.	796,872	248,913	342,700	543,347	999,556
Linseed	„	232,608	270,811	315,924	263,600	304,486
Other sorts	„	88,647	67,710	68,184	94,558	164,682
	„	1,118,127	587,434	726,808	901,505	1,468,724
Total Quantity of Oils	Gals.	90,353,143	81,509,030	84,695,202	62,653,112	65,250,533
	and Cwt.	343	164	228	726	1,676
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:						
Bristles and fibre for brushes and brooms	Cwt.	201	214	1,099	697	599
Canes and Rattans	„	33,941	33,483	36,594	34,939	38,406
Coal:						
Coal	Tons	187,603	173,887	241,063	172,691	244,959
Coke	„	4,945	6,153	7,294	5,236	9,755
Patent fuel	„	4,900	0	4,036	2,008	2,489
	„	197,448	180,040	252,393	179,935	257,203
Cotton:						
Asiatic	Cwt.	36,815	6,806	11,293	12,494	21,952
Other than Asiatic	„	30,724	11,473	181,261	148,982	94,246
	„	67,539	18,279	192,554	161,476	116,198
Fodder, bran, and cattle-food of all kinds	Cwt.	30,122	32,021	67,090	43,118	52,241
Gums and Resins:						
Arabic	Cwt.	1,146	2,404	4,691	11,305	10,127
Benjamin	„	13,052	13,377	15,319	16,090	16,136
Olibanum or Frankincense	„	28,582	52,913	41,973	40,933	32,582
Rosin	„	46,261	92,750	49,003	64,602	96,486
Other sorts	„	16,082	18,351	21,780	20,842	13,101
	„	105,123	179,795	132,766	153,772	168,432
Hemp, Raw	„	13,238	15,387	14,672	19,347	22,513
Hides and Skins, Raw:						
Hides	No.	58,989	42,370	66,730	76,212	37,378
	=Cwt.	4,992	3,859	6,393	7,338	3,489
Skins	No.	1,298,277	974,934	1,326,323	46,682	1,265,960
	=Cwt.	29,249	20,866	21,761	25,350	27,191
	No.	1,357,266	1,017,304	1,393,053	122,894	1,303,338
	=Cwt.	34,241	24,725	28,154	32,688	30,680

* Not separately enumerated till September, 1903.
† „ „ „ „ April, 1905.

TOTAL VALUE of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS —*continued.*	£	£	£	£	£
Drugs, Medicines, and Narcotics:					
Aloes	782	954	1,266	1,154	533
Asafœtida	11,946	32,636	20,238	12,784	16,176
Camphor	94,354	86,710	107,803	89,273	153,319
Cassia lignea	40,127	38,668	43,499	51,319	46,171
Cocaine	*	1,229	3,994	2,252	1,333
Galangal	2,649	2,323	1,852	1,197	1,425
Proprietary and Patent Medicines	†	†	†	90,377	116,003
Quinine	48,624	41,555	46,155	42,978	41,895
Other sorts	226,101	250,060	246,788	158,625	143,585
	424,583	454,135	471,595	449,959	520,440
Opium	291	240	264	253	256
Tobacco:					
Unmanufactured	22,429	20,542	23,212	27,681	39,791
Manufactured:					
Cigars	19,161	22,788	25,064	23,276	26,889
Cigarettes	157,630	196,955	233,879	299,846	306,491
Other sorts	98,461	90,987	88,702	89,784	89,054
	297,681	331,272	370,857	440,587	462,225
Dyeing and Tanning Materials:					
Alizarine Dyes	165,040	227,335	203,693	213,345	189,177
Aniline „	271,608	323,800	272,676	291,409	310,337
Cochineal	7,900	7,961	14,861	23,560	17,505
Gambier	37,958	41,688	44,430	39,189	43,196
Indigo	10,800	1,730	17,452	7,483	6,477
Saffron	30,394	40,347	57,246	34,075	41,822
Other sorts	16,708	11,900	7,509	22,460	22,593
	540,408	654,761	617,867	631,521	631,107
Total Value of Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials	1,631,104	1,833,865	1,869,406	1,981,796	2,072,424
V.—OILS:					
Oils:					
Animal	27,111	29,681	23,740	30,824	38,044
Essential	9,348	11,876	13,666	12,167	13,567
Mineral:					
Fuel Oils	†	†	†	9,483	2,608
Kerosene	2,097,398	2,050,532	1,983,722	1,191,171	1,307,972
Lubricating Oils	†	†	†	268,891	290,417
Other sorts (including Paraffin Wax)	212,302	249,025	232,981	21,159	16,981
	2,309,700	2,299,557	2,216,703	1,490,704	1,617,978
Vegetable, not Essential:					
Cocoanut	88,061	22,483	36,411	59,986	124,688
Linseed	33,528	32,660	31,903	26,861	33,263
Other sorts	8,815	6,492	6,339	9,206	17,631
	130,404	61,635	74,653	96,053	175,582
Total Value of Oils	2,476,563	2,402,749	2,328,762	1,629,748	1,845,171
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:					
Bristles and fibre for brushes and brooms	551	615	1,990	1,164	1,681
Canes and Rattans	22,791	20,246	21,280	22,003	25,712
Coal:					
Coal	228,570	210,387	271,982	198,738	297,192
Coke	12,091	14,794	17,107	12,034	22,649
Patent fuel	6,860	0	7,341	3,347	4,156
	247,521	225,181	296,430	214,119	323,997
Cotton:					
Asiatic	40,961	9,640	16,224	23,273	40,052
Other than Asiatic	72,087	23,890	409,469	336,946	265,879
	113,048	33,530	425,693	360,219	305,931
Fodder, bran, and cattle food of all kinds	8,140	6,542	12,707	9,409	10,810
Gums and Resins:					
Arabic	1,433	2,421	4,191	10,292	10,285
Benjamin	24,238	25,611	29,854	27,643	28,704
Olibanum or Frankincense	25,285	46,633	37,115	34,674	27,472
Rosin	12,699	34,005	19,872	36,752	58,804
Other sorts	14,488	15,250	18,282	20,924	14,207
	78,143	123,920	109,314	130,285	139,472
Hemp, Raw	28,622	28,834	28,583	43,518	46,308
Hides and Skins, Raw:					
Hides	10,199	7,542	12,502	14,783	86,400
Skins	79,440	54,958	67,483	73,210	7,695
	89,639	62,500	79,985	87,993	94,095

* Not separately enumerated till September, 1903.
† „ „ „ „ April, 1905.

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*continued.*						
Horn and Hornmeal	Cwt.	382	353	270	316	267
Ivory	Lb.	301,963	305,318	278,702	242,309	208,751
Jewellery &c. :						
Precious Stones and Pearls, unset		—	—	—	—	—
Lac, stick	Cwt.	6,546	5,060	2,815	10,199	4,034
Manures (except Oilcake)	Tons.	437	843	548	608	936
Pitch, Tar, and Dammer	Cwt.	178,250	215,842	230,932	246,630	277,591
Plants, Living		—	—	—	—	—
Rags and other paper-making material	Cwt.	3,307	5,739	4,665	5,277	9,476
Seeds :						
Essential	Cwt.	9,663	11,651	7,592	9,415	11,826
Linseed	,,	6,305	8,124	5,278	5,731	5,980
Poppy	,,	2,049	1,954	357	151	195
Rape	,,	3,856	0	78	3,179	0
Til or Jinjili	,,	20,280	12,599	4,258	6,333	14,549
Other sorts	,,	7,218	7,338	8,134	10,324	9,516
	,,	49,371	41,666	25,697	35,133	42,066
Shells and Cowries :						
Cowries	Cwt.	31,842	14,025	13,708	21,405	18,638
Tortoise-shell	Lb.	17,787	20,998	16,706	20,338	15,643
Other Shells	Cwt.	8,913	13,927	20,901	21,470	27,002
Silk	Lb.	1,639,189	1,544,315	1,858,709	1,645,696	1,422,467
Specimens illustrative of Natural Science		—	—	—	—	—
Stone and Marble	Cwt.	298,433	362,554	204,205	264,041	285,409
Tallow	,,	12,926	21,002	27,467	34,126	36,837
Wax (excluding Candles)	,,	148	668	391	272	387
Wood :						
Teak	Cubic Tons	32,081	34,588	46,915	71,676	61,696
Other Timber	,,	17,415	23,008	28,380	37,745	33,025
Firewood	Tons	1,007	790	684	821	726
Ornamental :						
Sandal		—	—	—	—	—
Other sorts		—	—	—	—	—
Wool	Lb.	2,756,071	2,075,437	2,117,734	2,908,039	2,451,237
All other Articles		—	—	—	—	—
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED :						
Yarns and Textile Fabrics :						
Cotton :						
Twist and Yarn	Lb.	33,681,300	28,016,565	30,575,855	45,776,742	37,673,288
Piece goods :						
Grey (unbleached)	Yards	1,283,680,181	1,085,115,662	1,210,163,948	1,348,836,146	1,298,483,236
White (bleached)	,,	389,978,246	466,338,378	584,298,179	572,749,710	494,966,685
Coloured, printed, or dyed	,,	433,661,876	481,269,246	493,919,029	541,646,623	524,750,343
	,,	2,107,320,303	2,032,723,286	2,288,381,156	2,463,232,479	2,318,200,264
Canvas	Yards	80,567	116,612	151,797	193,163	199,988
Handkerchiefs and Shawls in the piece	No.	11,417,343	18,323,729	14,366,998	18,390,590	25,908,216
Hosiery, pure and mixed		—	—	—	—	—
Lace and Patent Net	Yards	2,414,959	2,143,650	1,578,407	2,156,922	1,230,307
Rope	Lb.	213,943	251,812	310,513	411,148	469,807
Thread, sewing	,,	1,181,143	1,074,415	1,138,601	1,292,104	1,279,697
Other sorts	,,	4,961,856	7,454,746	12,284,087	13,336,549	14,124,901
Flax :						
Twist and Yarn	Lb.	23,508	25,089	36,457	20,273	28,987
Canvas	Yards	1,665,321	1,911,047	2,238,256	2,070,688	1,886,927
Piece goods	,,	1,555,582	1,649,378	1,690,841	1,876,129	1,427,388
Thread, sewing	Lb.	99,969	92,336	94,119	116,197	111,236
Other sorts (including bags and sacks)	,,	171,393	217,508	189,487	202,564	231,161
Hemp (excluding cordage) :						
Cloth, &c.	Yards	198,040	145,456	209,652	96,367	52,992

TOTAL VALUE of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*continued.*	£	£	£	£	£
Horn and Hornmeal	2,405	5,003	4,248	4,621	5,231
Ivory	117,135	121,384	105,203	96,825	84,784
Jewellery, &c.:					
Precious Stones and Pearls, unset	763,498	1,014,367	585,072	894,080	622,540
Lac, stick	14,968	14,979	12,603	42,300	21,710
Manures (except Oilcake)	2,144	4,430	3,399	2,768	3,674
Pitch, Tar, and Dammer	49,807	63,548	61,628	65,584	75,983
Plants, Living	1,819	2,094	2,419	2,964	4,039
Rags and other paper-making materials	2,114	3,434	2,949	3,360	5,745
Seeds:					
Essential	9,086	11,027	6,750	8,199	11,304
Linseed	3,423	3,505	1,983	2,463	3,134
Poppy	1,096	864	141	63	112
Rape	1,802	0	36	1,213	0
Til or Jinjili	10,706	5,899	1,790	2,609	7,438
Other sorts	10,062	10,236	11,955	13,355	14,384
	36,175	31,531	22,655	27,902	36,372
Shells and Cowries:					
Cowries	7,380	3,317	3,436	5,447	4,590
Tortoise-shell	11,083	2,405	1,973	3,182	2,000
Other Shells	2,550	8,988	23,159	21,990	26,588
	21,013	14,710	28,568	30,619	33,178
Silk	367,743	395,302	489,408	474,603	378,685
Specimens illustrative of Natural Science	697	3,525	597	940	601
Stone and Marble	18,789	21,737	18,168	30,110	27,226
Tallow	25,627	39,542	45,337	54,447	60,989
Wax (excluding candles)	499	2,488	1,240	909	1,658
Wood:					
Teak	166,421	203,713	283,079	414,489	404,770
Other Timber	55,493	79,425	104,528	133,595	123,745
Firewood	771	743	658	669	647
Ornamental:					
Sandal	2,540	3,465	2,811	4,837	4,954
Other sorts	1,262	361	499	2,613	5,374
	226,487	287,707	391,576	556,203	539,490
Wool	53,228	44,066	45,376	61,226	57,633
All other Articles	22,417	21,620	19,642	22,724	24,597
Total Value of Raw Materials and Unmanufactured Articles	2,814,521	2,592,835	2,816,070	3,240,895	2,932,141
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:					
Yarns and Textile Fabrics:					
Cotton:					
Twist and Yarn	1,531,725	1,428,050	1,658,432	2,283,599	2,148,773
Piece Goods:					
Grey (unbleached)	10,307,902	8,845,029	10,923,478	12,621,583	12,471,604
White (bleached)	3,406,187	4,137,771	5,508,589	5,649,036	4,919,696
Coloured, printed, or dyed	4,399,568	5,327,456	6,057,850	6,365,048	6,371,593
	18,113,657	18,310,256	22,489,917	24,635,667	23,762,893
Canvas	2,379	2,599	6,703	6,242	5,463
Handkerchiefs and Shawls in the piece	89,281	175,296	166,660	233,089	241,498
Hosiery, pure and mixed	214,207	334,620	449,642	420,112	374,183
Lace and Patent Net	32,108	34,299	26,101	32,003	29,447
Rope	8,838	10,248	13,374	17,486	21,927
Thread, sewing	150,139	146,586	151,881	170,763	176,095
Other sorts	155,274	231,764	401,831	496,437	518,047
	18,765,883	19,245,668	23,706,109	26,011,799	25,129,553
Flax:					
Twist and Yarn	1,198	1,065	1,171	818	931
Canvas	68,467	73,183	83,918	76,046	76,040
Piece goods	37,121	39,922	39,644	41,681	36,496
Thread, sewing	7,784	6,241	6,634	7,376	8,290
Other sorts (including bags and sacks)	9,520	11,497	11,303	11,678	13,399
	122,892	130,843	141,499	136,781	134,225
Hemp (excluding cordage):					
Cloth, &c.	5,194	4,628	5,282	3,004	2,155

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*continued.*					
Yarns and Textile Fabrics—*continued.*					
Jute:					
Twist and Yarn - - - - - Lb.	55,201	22,240	24,466	7,144	10,833
Gunny Bags - - - - - No.	4,088,410	4,333,695	4,284,370	4,521,649	4,425,893
„ Cloth - - - - - Yards	184,743	210,383	79,222	134,885	129,583
Canvas - - - - - - - „	1,204,031	1,364,675	1,349,353	1,377,102	1,243,824
Rope and Twine - - - - Cwt.	349	810	567	829	844
Other kinds - - - - - „	905	1,271	1,130	1,179	1,469
Silk:					
Piece goods - - - - - - Yards	15,041,283	17,872,254	18,886,202	15,525,281	16,403,750
Goods of silk mixed with other materials - - - - - - „	3,716,603	4,390,455	5,970,998	4,717,631	4,110,233
Silk Yarn, Noils and Warps - Lb.	*	*	*	1,006,909	670,616
Thread, sewing - - - - - „	4,121	3,609	5,594	2,683	1,417
Other sorts - - - - - - „	904,297	816,521	1,027,388	41,411	24,164
Wool:					
Braids - - - - - - - Lb.	194,483	201,690	258,181	171,584	170,814
Carpets and rugs - - - - „	542,735	887,192	1,421,089	1,398,005	1,016,055
Hosiery - - - - - - - „	*	*	*	333,771	287,544
Piece goods - - - - - Yards	10,863,495	15,335,393	23,742,250	19,980,990	15,322,617
Shawls - - - - - - - No.	833,637	1,806,263	2,481,049	1,112,858	790,118
Yarn and Knitting Wool - - Lb.	*	*	*	599,093	979,024
Other sorts - - - - - - „	1,308,602	2,091,101	2,516,991	1,213,614	968,527
Apparel:					
Apparel (including drapery, uniforms, &c., but excluding hosiery) - - - - -	—	—	—	—	—
Boots and Shoes - - - - Pairs	853,359	1,186,607	1,613,215	1,603,437	1,277,919
Gold and Silver Thread - - - -	—	—	—	—	—
Haberdashery and Millinery - - - -	—	—	—	—	—
Hats, Caps, Bonnets and Hatters' Ware -	—	—	—	—	—
Arms, Ammunition, and Military Stores:					
Fire-arms and parts thereof - - - -	—	—	—	—	—
Gunpowder, common - - - - Lb.	188,910	167,299	405,200	89,927	145,795
„ sporting - - - - - „	120,645	113,984	133,572	123,900	103,246
Dynamite and other Explosives - Cwt.	14,422	10,564	12,817	7,805	15,612
Other sorts - - - - - - - -	—	—	—	—	—
Art, works of - - - - - - - -	—	—	—	—	—
Books and Printed Matter (including maps and charts) - - - - - Cwt.	25,578	35,594	31,435	21,394	22,032
Building and Engineering Materials:					
Asphalt - - - - - - - Cwt.	23,828	32,100	66,561	44,973	102,765
Bricks and Tiles - - - - No.	7,765,469	7,135,872	9,425,530	12,549,196	14,922,191
Cement - - - - - - Cwt.	646,356	933,785	1,242,260	1,788,428	1,714,506
Chalk and Lime - - - - „	31,564	36,210	27,386	51,529	23,896
Clay - - - - - - - „	35,290	51,852	42,297	57,474	56,889
Earthenware Piping - - - - „	23,639	32,132	37,451	62,623	31,347
Other sorts - - - - - - „	15,982	31,651	10,271	22,418	48,505
Cabinet-ware and Furniture - - - - -	—	—	—	—	—
Candles - - - - - - - Lb.	3,141,863	3,063,437	2,880,165	3,011,901	2,410,464
Caoutchouc, manufactures of - - - -	—	—	—	—	—
Carriages, Carts, &c. (excluding railway carriages), and parts thereof:					
Carriages and Carts - - - - -	—	—	—	—	—
Cycles - - - - - - - -	—	—	—	—	—
Motor Cars and Motor Cycles - - -	—	—	—	—	—
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain) -	—	—	—	—	—
Clocks and Watches - - - - - No.	380,991	424,982	551,879	557,726	464,605
Coir (excluding rope) - - - - Cwt.	4,950	5,083	4,191	3,940	5,323

* Not separately enumerated till April, 1905.

TOTAL VALUE of IMPORTS of MERCHANDISE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*continued.*					
Yarns and Textile Fabrics—*continued.*	£	£	£	£	£
Jute:					
Twist and Yarn	739	326	338	93	209
Gunny Bags	35,875	40,672	43,039	51,046	49,969
,, Cloth	1,557	1,706	815	1,507	1,604
Canvas	22,511	26,083	26,715	29,176	28,377
Rope and Twine	816	2,042	1,762	2,752	2,529
Other kinds	3,016	4,342	4,871	5,248	5,316
	63,775	74,845	77,202	89,729	87,795
Silk:					
Piece goods	741,355	807,739	831,629	759,457	819,033
Goods of silk mixed with other materials	182,105	224,485	292,349	230,635	205,208
Silk Yarn, Noils and Warps	*	*	*	264,970	185,424
Thread, sewing	1,778	1,783	2,326	1,330	841
Other sorts	162,977	188,308	285,796	11,281	6,191
	1,088,215	1,222,315	1,412,100	1,267,673	1,216,697
Wool:					
Braids	19,627	19,032	28,983	21,404	20,414
Carpets and Rugs	38,420	59,783	93,243	96,475	70,445
Hosiery	*	*	*	60,330	53,708
Piece goods	636,797	900,369	1,296,924	1,123,067	930,175
Shawls	133,531	271,559	407,495	184,058	105,962
Yarn and Knitting Wool	*	*	*	66,612	138,876
Other sorts	108,899	188,835	224,307	64,846	48,531
	937,274	1,439,578	2,050,952	1,616,792	1,368,111
Total Yarns and Textile Fabrics	22,516,895	23,547,318	29,053,085	31,410,288	30,088,449
Apparel:					
Apparel (including drapery, uniforms, &c., but excluding hosiery)	1,042,164	1,144,288	1,262,733	415,012	312,267
Boots and Shoes	145,356	186,217	230,576	229,694	193,873
Gold and Silver Thread	*	*	*	210,886	221,765
Haberdashery and Millinery	*	*	*	572,013	623,924
Hats, Caps, Bonnets and Hatters' Ware	*	*	*	51,287	56,398
	1,187,520	1,330,505	1,493,309	1,478,892	1,408,227
Arms, Ammunition, and Military Stores:					
Fire-arms and parts thereof	40,672	37,413	39,432	42,334	48,079
Gunpowder, common	4,690	3,951	9,498	2,776	4,187
,, sporting	9,188	9,312	10,985	11,283	8,414
Dynamite and other Explosives	71,935	66,646	85,457	47,198	82,428
Other sorts	39,422	45,173	42,442	43,306	48,934
	165,907	162,495	187,814	146,897	192,042
Art, works of	32,975	39,162	38,409	57,348	48,671
Books and Printed Matter (including maps and charts)	174,354	189,615	213,050	216,577	202,680
Building and Engineering Materials:					
Asphalt	4,031	5,655	11,222	9,224	20,289
Bricks and Tiles	43,399	34,441	39,591	50,238	70,971
Cement	88,278	124,477	163,643	214,059	205,832
Chalk and Lime	2,274	2,266	1,765	2,304	1,381
Clay	4,684	6,271	4,834	6,419	6,437
Earthenware Piping	5,311	7,627	8,857	14,454	5,809
Other sorts	3,759	10,653	5,470	9,911	21,500
	151,736	191,390	235,382	306,609	332,219
Cabinet-ware and Furniture	80,422	90,085	92,169	105,144	102,964
Candles	64,093	63,567	56,373	57,866	48,829
Caoutchouc, manufactures of	43,320	46,867	50,456	51,927	66,985
Carriages, Carts, &c. (excluding railway carriages), and parts thereof:					
Carriages and Carts	248,839	290,258	366,807	169,776	184,599
Cycles	*	*	*	107,469	133,999
Motor Cars and Motor Cycles	*	*	*	234,830	297,839
	248,839	290,258	366,807	512,075	616,437
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain)	13,429	11,706	15,453	14,713	11,380
Clocks and Watches	110,284	115,841	128,258	124,711	122,880
Coir (excluding rope)	2,888	3,279	2,888	2,573	3,240

* Not separately enumerated till April, 1905.

TOTAL QUANTITY of IMPORTS of MERCHANDISE—*concluded.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*						
Coral	Lb.	283,580	179,033	191,942	127,925	98,171
Cordage and Rope of vegetable fibre (excluding jute)	Cwt.	15,544	15,184	22,163	18,079	15,904
Corks	,,	862	940	1,095	1,227	1,078
Earthenware (excluding piping) and Porcelain		—	—	—	—	—
Fireworks		—	—	—	—	—
Glass:						
Bangles		—	—	—	—	—
Beads and False Pearls	Cwt.	14,437	22,245	24,163	15,707	22,520
Bottles, common	,,	69,862	69,695	70,591	68,696	65,785
Lampware		—	—	—	—	—
Sheet and Plate	Supl. Feet	10,032,094	10,676,259	9,540,105	17,301,555	13,769,052
Other glass ware		—	—	—	—	—
Hides and Skins:						
Hides, dressed or tanned	No.	34,231	22,789	27,767	29,058	22,216
	= Cwt.	2,623	1,746	1,921	2,435	1,341
Skins, dressed or tanned	No.	267,653	301,815	289,617	302,575	326,892
	= Cwt.	1,743	2,014	2,055	1,672	1,909
	No.	301,884	324,604	317,384	331,633	349,108
	= Cwt.	4,366	3,760	3,976	4,107	3,250
Instruments, Apparatus, and Appliances, and parts thereof:						
Electrical		—	—	—	—	—
Musical		—	—	—	—	—
Optical		—	—	—	—	—
Photographic		—		—	—	—
Scientific, Philosophical, &c.		—	—	—	—	—
Surgical		—	—	—	—	—
Typewriters		1,643	2,363	2,600	2,507	3,794
Ivory, manufactured		—	—	—	—	—
Jewellery, &c.:						
Jewellery		—	—	—	—	—
Plate		—	—	—	—	—
Leather:						
Unwrought	Cwt.	4,353	2,227	2,146	2,244	2,796
Saddlery and Harness		—	—	—	—	—
Other sorts (excluding boots and shoes)		—	—	—	—	—
Matches		—	—	—	—	—
Mats and Matting	Sq. Yds.	1,671,820	1,712,764	2,455,889	1,700,806	1,064,313
Oil and Floor Cloth	,,	899,707	737,020	952,636	1,174,716	1,057,455
Paints and Colours	Cwt.	223,988	199,733	229,679	220,532	282,497
Painters' Materials		—	—	—	—	—
Paper and Pasteboard:						
Printing Paper	Cwt.	131,364	113,305	160,189	156,771	224,171
Writing Paper and Envelopes		—	—	—	—	—
Other kinds of Paper	Cwt.	96,260	97,972	228,932	322,673	326,240
Pasteboard, Millboard, &c.	,,	26,857	30,304	31,858	38,948	37,924
Perfumery		—	—	—	—	—
Printing and Lithographing materials (other than paper)		—	—	—	—	—
Ships, parts of		—	—	—	—	—
Soap	Cwt.	134,598	161,224	164,624	188,641	183,998
Stationery (excluding paper)		—	—	—	—	—
Sticks and Whips (including fishing rods and lines)		—	—	—	—	—
Tea-chests (entire or in sections)		—	—	—	—	—
Telegraphs, Materials for construction of		—	—	—	—	—
Toys and Requisites for Games		—	—	—	—	—
Umbrellas	No.	2,214,829	2,706,941	2,129,463	2,091,976	1,845,280
Umbrella Fittings		—	—	—	—	—
Wood, manufactures of		—	—	—	—	—
Articles (not specified) imported by Post		—	—	—	—	—
All other Articles		—	—	—	—	—

* Not separately enumerated.

TOTAL VALUE of IMPORTS of MERCHANDISE—*concluded.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*	£	£	£	£	£
Coral	36,484	27,323	36,053	28,691	21,852
Cordage and Rope of vegetable fibre (excluding jute)	41,980	39,359	42,177	45,053	45,803
Corks	7,569	8,646	9,020	9,235	8,683
Earthenware (excluding piping) and Porcelain	182,843	186,669	195,454	224,052	259,988
Fireworks	20,128	30,202	37,266	27,772	38,747
Glass :					
Bangles	*	*	*	258,448	285,237
Beads and False Pearls	110,088	135,023	166,177	118,470	160,163
Bottles, common	45,909	42,830	42,629	41,537	43,376
Lampware	*	*	*	36,779	46,276
Sheet and Plate	69,006	65,341	62,008	110,078	82,992
Other glass ware	405,543	418,190	479,659	184,495	189,563
	630,546	661,384	750,473	749,807	807,607
Hides and Skins :					
Hides, dressed or tanned	17,383	11,956	13,868	18,154	11,721
Skins, dressed or tanned	42,731	47,433	48,731	51,076	64,467
	60,114	59,389	62,599	69,230	76,188
Instruments, Apparatus and Appliances, and parts thereof :					
Electrical	*	*	*	205,734	371,859
Musical	74,385	81,542	87,849	88,542	134,778
Optical	*	*	*	23,211	31,505
Photographic	49,312	48,713	51,294	54,472	53,102
Scientific, Philosophical, &c.	252,871	285,583	325,208	152,744	107,625
Surgical	*	*	*	47,179	52,951
Typewriters	22,098	29,122	31,627	36,697	47,304
	398,666	444,960	495,978	608,579	799,124
Ivory, manufactured	11,988	15,721	18,813	16,113	14,999
Jewellery, &c. :					
Jewellery	195,010	77,905	91,827	106,810	87,509
Plate	28,916	22,361	24,716	32,222	35,639
	223,926	100,266	116,543	139,032	123,148
Leather :					
Unwrought	44,098	25,413	24,811	28,307	33,627
Saddlery and Harness	35,239	38,677	38,802	46,316	35,103
Other sorts (excluding boots and shoes)	92,460	110,552	104,514	129,432	148,515
	171,797	174,642	168,127	204,055	217,245
Matches	311,758	337,404	326,352	392,217	420,849
Mats and Matting	14,954	17,944	19,612	17,116	14,117
Oil and Floor Cloth	33,654	27,853	37,175	39,778	41,354
Paints and Colours	214,227	211,122	237,379	249,592	281,368
Painters' Materials	63,184	73,457	75,420	78,765	96,942
Paper and Pasteboard :					
Printing Paper	118,193	106,075	144,540	142,164	188,909
Writing Paper and Envelopes	119,907	124,065	126,323	127,674	151,114
Other kinds of Paper	96,856	100,948	139,698	176,651	171,691
Pasteboard, Millboard, &c.	14,915	16,805	18,592	23,443	22,360
	349,871	347,893	429,153	469,932	534,074
Perfumery	14,674	20,871	18,827	19,264	17,420
Printing and Lithographing materials (other than paper)	39,585	47,139	44,997	51,892	58,507
Ships, parts of	54,118	183,949	166,533	70,754	29,283
Soap	151,187	177,112	181,580	212,726	215,210
Stationery (excluding paper)	223,431	247,203	245,191	251,362	269,356
Sticks and Whips (including fishing rods and lines)	7,200	9,457	10,146	9,677	9,037
Tea-chests (entire or in sections)	87,577	92,232	139,102	127,868	157,141
Telegraphs, Materials for construction of	1,153	1,560	504	24	9,898
Toys and Requisites for Games	151,337	181,941	184,914	194,104	190,780
Umbrellas	125,710	163,925	126,338	131,951	125,729
Umbrella fittings	*	*	*	95,510	157,579
Wood, manufactures of	33,009	49,882	45,621	50,059	34,666
Articles (not specified) imported by Post	502,677	377,745	453,374	534,585	830,117
All other Articles	236,455	291,879	286,960	307,898	321,673
Total Value of Articles Manufactured and partly Manufactured	29,194,464	30,691,215	36,895,134	39,912,313	39,473,487
GRAND TOTAL	52,525,272	56,548,862	64,452,192	68,722,713	72,205,055

* Not separately enumerated.

TOTAL QUANTITY of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports).

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
I.—ANIMALS, LIVING:						
Horses	No.	60	68	182	78	177
Other kinds	„	130	261	42	9	3
Total Number of Animals, Living	„	190	329	224	87	180
II.—ARTICLES OF FOOD AND DRINK:						
Coffee	Cwt.	2,078	1,360	630	2,226	1,361
Grain and Pulse:						
Rice not in the husk	Cwt.	9,407	3,583	2,841	2,351	8,080
Other sorts	„	3,399	1,085	902	5,370	12,156
	„	12,806	4,668	3,743	7,721	20,236
Liquors:						
Ale, Beer, Porter, Cider, &c.	Gals.	15,897	13,609	2,882	14,435	6,258
Spirits and Liqueurs:						
Brandy	„	1,620	995	2,429	1,913	815
Whisky	„	1,984	2,020	2,592	1,611	1,812
Other sorts	„	379	479	366	427	1,141
	„	3,983	3,494	5,387	3,951	3,768
Wines	„	1,512	2,103	1,289	1,306	1,368
Total Liquors	„	21,392	19,206	9,558	19,692	11,394
Provisions:						
Fishmaws and Sharkfins	Lb.	1,391,309	1,878,342	1,577,108	1,336,804	1,350,020
Fish dry, salted, and unsalted	„	200,774	377,384	471,952	644,688	332,948
Fruits and Vegetables—dried, salted, or preserved	Cwt.	62,998	39,375	36,252	45,445	63,467
Other sorts	„	3,952	4,995	2,718	2,695	6,904
Spices:						
Cardamoms	Lb.	26,066	14,505	6,596	15,271	3,699
Cloves	„	1,033,346	716,691	1,110,469	992,001	286,925
Other sorts	„	131,503	50,732	61,752	93,247	90,445
	„	1,190,915	781,928	1,178,817	1,100,519	381,069
Sugar:						
Refined or crystallised, including sugar-candy and confectionery	Cwt.	80,876	40,802	88,757	185,745	165,104
Tea:						
Black *	Lb.	1,606,906	831,431	588,259	708,829	475,576
Green *	„		57,725	338,554	72,729	26,001
	„	1,606,906	889,156	926,813	781,558	501,577
Other articles		—	—	—	—	—
III.—METALS AND MANUFACTURES OF:						
Metals:						
Brass, Wrought	Cwt.	351	323	320	4,132	4,713
Copper:						
Unwrought: Tiles, Ingots, Cakes, and Bricks	Cwt.	1,381	3,178	6,107	862	7,009
Wrought:						
Mixed or Yellow Metal, for sheathing	„	1,111	1,679	414	692	420
Sheets and other manufactures	„	4,953	14,531	2,926	4,146	6,213
	„	7,445	19,388	9,447	5,700	13,642
Iron:						
Old, for re-manufacture	„	125,386	158,442	233,809	327,084	302,960
Wrought:						
Angle, Bolt, and Rod	„	1,265	3,555	1,005	1,409	1,298
Bar	„	21,538	28,637	20,510	25,088	21,274
Hoop	„	2,399	1,939	979	1,448	556
Nails, Screws, Rivets, and Washers	„	3,847	4,114	2,537	2,760	3,881
Pipes and Tubes	„	906	2,295	907	1,763	1,290
Sheets and Plates	„	9,365	9,788	5,143	5,314	5,501
Wire	„	1,490	1,617	1,687	1,264	947
Other manufactures of wrought or cast iron, or of iron mixed with steel	„	2,393	3,285	2,775	42,548	18,957
	„	168,589	213,672	269,352	408,678	356,664
Lead, Ore, Pig, Wrought, &c.	Cwt.	2,606	4,132	2,269	3,353	5,293
Quicksilver	Lb.	3,924	24,187	3,616	5,477	4,156
Steel	Cwt.	2,979	5,784	4,173	5,340	3,143
Tin, Unwrought (block)	„	1,495	3,253	703	844	2,419
Zinc or Spelter (mainly Wrought)	„	356	623	170	594	385
Unenumerated	„	260	4,581	2,350	1,035	7,018
Total Metals	„	184,116	251,972	288,817	429,727	393,314
Hardware and Cutlery (including plated ware)		—	—	—	—	—
Machinery and Millwork:						
Steam-engines and parts		—	—	—	—	—
Other sorts		—	—	—	—	—
Railway Plant and Rolling Stock		—	—	—	—	—

* Separately enumerated from April 1903.

TOTAL VALUE of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports).

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
I.—ANIMALS, LIVING:	£	£	£	£	£
Horses	2,057	2,763	7,946	11,367	8,152
Other kinds	803	172	937	8	5
Total Value of Animals, Living	2,860	2,935	8,883	11,375	8,157
II.—ARTICLES OF FOOD AND DRINK:					
Coffee	3,715	2,253	1,229	5,030	3,146
Grain and Pulse:					
Rice not in the husk	3,517	1,504	1,160	994	3,758
Other sorts	1,246	384	364	1,793	3,346
	4,763	1,888	1,524	2,787	7,104
Liquors:					
Ale, Beer, Porter, Cider, &c.	1,072	1,032	384	1,304	722
Spirits and Liqueurs:					
Brandy	743	522	1,099	741	652
Whisky	1,003	1,101	1,443	884	1,008
Other sorts	318	332	387	355	511
	2,064	1,955	2,929	1,980	2,171
Wines	1,359	1,676	858	957	1,234
Total Liquors	4,495	4,663	4,171	4,241	4,127
Provisions:					
Fishmaws and Sharkfins	61,002	95,772	90,378	71,504	78,223
Fish, dry, salted and unsalted	1,310	1,959	2,130	2,972	1,512
Fruits and Vegetables—dried, salted, or preserved	33,383	25,961	27,187	34,259	51,075
Other sorts	8,507	10,462	6,795	7,295	9,508
	104,202	134,154	126,490	116,030	140,318
Spices:					
Cardamoms	2,547	1,084	487	1,056	300
Cloves	14,174	12,423	25,147	17,649	4,900
Other sorts	3,755	1,072	1,404	1,827	1,767
	20,476	14,579	27,038	20,532	6,967
Sugar:					
Refined or crystallised, including sugar-candy and confectionery	55,583	28,178	64,158	134,841	97,671
Tea:					
Black*	69,981	40,486	28,158	31,792	19,410
Green*		2,634	13,976	2,919	1,169
	69,981	43,120	42,134	34,711	20,579
Other articles	389	246	51	12	24
Total Value of Articles of Food and Drink	263,604	229,081	266,795	318,184	279,936
III.—METALS AND MANUFACTURES OF:					
Metals:					
Brass, Wrought	1,644	1,464	1,499	11,793	14,802
Copper:					
Unwrought: Tiles, Ingots, Cakes and Bricks	4,560	10,916	20,335	3,007	31,435
Wrought:					
Mixed or Yellow Metal, for sheathing	3,427	5,040	1,223	2,386	1,404
Sheets and other manufactures	19,155	52,539	10,529	15,144	26,068
	27,142	68,495	32,087	20,537	58,907
Iron:					
Old, for re-manufacture	16,926	20,877	35,382	49,868	53,916
Wrought:					
Angle, Bolt, and Rod	610	1,706	484	580	659
Bar	9,831	13,041	8,913	11,647	9,641
Hoop	1,068	825	387	648	260
Nails, Screws, Rivets, and Washers	2,516	2,853	1,850	1,940	2,976
Pipes and Tubes	609	1,137	657	1,270	841
Sheets and Plates	6,603	6,862	3,339	3,361	3,767
Wire	1,161	1,319	1,430	1,011	697
Other manufactures of wrought or cast iron, or of iron mixed with steel	1,371	1,895	1,687	14,750	2,231
	40,695	50,515	54,129	85,075	74,988
Lead, Ore, Pig, Wrought, &c.	1,574	2,677	1,471	2,797	3,094
Quicksilver	483	2,446	461	639	536
Steel	1,643	2,996	1,913	2,563	1,833
Tin, Unwrought (block)	8,972	21,229	4,846	6,062	21,301
Zinc or Spelter (mainly Wrought)	370	611	180	520	432
Unenumerated	3,078	3,153	1,975	3,047	22,310
Total Metals	85,601	153,586	98,561	133,033	198,203
Hardware and Cutlery (including plated ware)	58,611	79,328	69,205	74,698	82,511
Machinery and Millwork:					
Steam-engines and parts	9,095	4,772	5,089	3,510	5,293
Other sorts	14,208	10,291	13,342	15,106	10,651
	23,303	15,063	18,431	18,616	15,944
Railway Plant and Rolling Stock	185	5,765	4,806	1,010	958
Total Value of Metals and Manufactures of	167,700	253,742	191,003	227,357	297,616

* Separately enumerated from April 1903.

TOTAL QUANTITY of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports)—*continued*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:					
Chemicals:					
Alum - - - - - - - Cwt.	3,478	2,066	2,264	2,073	2,463
Sal Ammoniac - - - - - - ,,	985	1,427	767	1,099	1,070
Other sorts - - - - - - -	—	—	—	—	—
Drugs, Medicines, and Narcotics:					
Aloes - - - - - - - Cwt.	373	360	705	380	370
Asafœtida - - - - - - - ,,	476	1,612	2,134	3,279	1,250
Camphor - - - - - - - Lb.	61,482	88,287	78,204	121,023	44,776
Cassia lignea - - - - - - Cwt.	5,169	4,001	3,716	4,774	3,289
Other sorts - - - - - - -	—	—	—	—	—
Tobacco (chiefly manufactured) - - Lb.	24,014	32,702	15,208	12,738	14,418
Dyeing and Tanning Materials:					
Aniline and Alizarine Dyes - - - Lb.	70,731	82,966	60,141	64,403	96,205
Saffron - - - - - - - ,,	3,142	2,960	4,264	4,690	6,234
Other sorts - - - - - - Cwt.	2,397	1,712	1,546	2,093	2,296
V.—OILS:					
Mineral:					
Kerosene - - - - - - Gals.	350,363	1,025,427	2,097,472	1,161,012	486,676
Other sorts - - - - - - ,,	418,645	553,042	254,020	115,070	165,850
Other sorts - - - - - - ,,	6,301	5,841	5,433	5,493	5,219
Total Quantity of Oils - - ,,	775,309	1,584,310	2,356,925	1,281,575	657,745
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:					
Canes and Rattans - - - - - Cwt.	1,099	855	633	633	673
Cotton - - - - - - - ,,	531	248	975	189	71
Gums and Resins:					
Arabic - - - - - - - Cwt.	10,704	13,446	8,147	3,967	2,684
Benjamin - - - - - - - ,,	983	1,321	1,115	1,394	1,580
Olibanum or Frankincense - - - ,,	27,188	36,736	45,026	34,952	34,760
Other sorts - - - - - - ,,	4,112	3,276	11,145	14,271	6,920
,,	42,987	54,779	65,433	54,584	45,944
Horn and Hornmeal - - - - Cwt.	361	144	205	207	154
Ivory - - - - - - - - Lb.	131,386	125,918	118,093	86,525	71,616
Jewellery, &c.:					
Precious Stones and Pearls, unset - -	—	—	—	—	—
Shells and Cowries - - - - - -	—	—	—	—	—
Silk - - - - - - - - Lb.	85,249	68,131	54,522	69,330	105,288
Wood - - - - - - - - -	—	—	—	—	—
Wool - - - - - - - - Lb.	5,718,930	5,522,127	5,176,556	5,044,625	5,220,891
All other Articles - - - - - -	—	—	—	—	—
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:					
Yarns and Textile Fabrics:					
Cotton:					
Twist and Yarn - - - - Lb.	1,437,024	1,160,618	1,299,680	890,253	753,167
Piece goods:					
Grey (unbleached) - - - Yards	8,434,577	10,612,683	9,456,193	8,951,192	6,940,090
White (bleached) - - - ,,	8,836,389	10,494,769	11,499,981	12,031,138	10,470,278
Coloured, printed, or dyed - - ,,	39,183,579	45,751,803	42,174,792	46,484,834	44,188,754
Handkerchiefs and Shawls in the piece No.	936,430	781,528	740,900	605,714	1,138,377
Hosiery, pure and mixed - - -	—	—	—	—	—
Thread, sewing - - - - Lb.	92,811	121,958	83,608	94,382	107,993
Other Sorts - - - - -	—	—	—	—	—
Flax, Hemp, and Jute Manufactures -	—	—	—	—	—
Silk:					
Piece goods - - - - - Yards	1,025,734	769,029	829,902	884,941	888,937
Goods of silk mixed with other materials - - - - - ,,	91,256	113,121	55,829	50,544	71,772
Other sorts - - - - - Lb.	895	3,188	618	1,224	1,859
Wool:					
Piece goods - - - - - Yards	237,610	237,048	338,687	367,363	371,735
Shawls - - - - - - No.	1,546	1,771	994	4,812	9,447
Other sorts - - - - - Lb.	72,057	88,970	150,832	88,707	91,562

TOTAL VALUE of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports)—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:	£	£	£	£	£
Chemicals:					
Alum	1,131	697	744	695	791
Sal Ammoniac	1,885	2,909	1,560	2,264	2,209
Other sorts	1,809	3,651	3,015	4,410	5,448
	4,825	7,257	5,638	7,369	8,448
Drugs, Medicines, and Narcotics:					
Aloes	748	661	1,435	914	1,037
Asafœtida	1,099	3,563	3,949	5,138	2,651
Camphor	4,601	7,860	7,462	14,292	6,742
Cassia lignea	9,303	7,245	7,050	9,030	6,308
Other sorts	7,886	17,635	10,305	10,010	15,209
	23,637	36,964	30,201	39,384	31,947
Tobacco (chiefly Manufactured)	2,037	2,977	1,873	1,326	1,470
Dyeing and Tanning Materials:					
Aniline and Alizarine Dyes	5,149	5,227	4,585	4,322	6,752
Saffron	3,603	2,773	3,820	3,612	4,114
Other sorts	5,889	3,523	3,164	7,099	5,443
	14,641	11,523	11,569	15,033	16,309
Total Value of Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials	45,140	58,721	49,281	63,112	58,174
V.—OILS:					
Mineral:					
Kerosene	11,531	33,410	67,119	33,419	12,346
Other sorts	5,592	7,041	2,770	2,449	3,013
Other sorts	1,401	861	1,220	1,276	1,801
Total Value of Oils	18,524	41,312	71,109	37,144	17,160
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:					
Canes and Rattans	1,117	895	644	705	753
Cotton	1,702	604	2,325	137	214
Gums and Resins:					
Arabic	9,803	13,306	8,816	4,882	3,828
Benjamin	2,080	2,618	2,367	3,038	3,644
Olibanum or Frankincense	35,188	46,713	56,180	41,957	44,036
Other sorts	3,556	2,859	12,121	17,282	8,079
	50,627	65,496	79,484	67,159	59,587
Horn and Hornmeal	2,081	3,668	4,951	6,643	6,133
Ivory	45,262	41,134	37,256	26,147	22,454
Jewellery, &c.:					
Precious Stones and Pearls, unset	16,510	6,141	33,217	8,268	17,173
Shells and Cowries	13,356	8,333	16,734	15,942	11,792
Silk	10,819	9,389	9,915	9,003	25,257
Wood	1,921	2,453	4,042	5,639	4,798
Wool	166,662	165,846	172,663	172,066	197,242
All other Articles	1,823	2,756	3,266	2,191	4,647
Total Value of Raw Materials and Unmanufactured Articles	311,880	306,715	364,497	313,900	350,050
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:					
Yarns and Textile Fabrics:					
Cotton:					
Twist and Yarn	58,035	50,284	60,841	41,505	34,973
Piece goods:					
Grey (unbleached)	76,140	94,838	92,029	89,101	67,722
White (bleached)	88,024	106,941	121,097	126,319	113,107
Coloured, printed, or dyed	526,580	620,816	584,786	650,223	617,609
Handkerchiefs and Shawls in the piece	13,206	11,580	11,189	12,707	22,662
Hosiery, pure and mixed	9,730	19,869	14,259	9,445	10,102
Thread, sewing	6,554	8,613	6,326	6,676	7,759
Other sorts	2,040	3,257	5,430	3,943	4,241
	722,274	865,914	835,116	898,414	843,202
Flax, Hemp, and Jute Manufactures	882	1,475	4,208	5,159	1,558
Silk:					
Piece goods	44,580	40,383	37,415	40,777	41,486
Goods of silk mixed with other materials	4,101	4,996	2,426	2,032	3,315
Other sorts	221	1,165	288	378	378
	48,902	46,544	40,129	43,187	45,179
Wool:					
Piece goods	16,278	18,266	26,063	28,083	25,315
Shawls	357	689	235	715	1,148
Other sorts	6,363	7,821	13,667	6,723	8,177
	22,998	26,776	39,965	35,521	34,640
Total Yarns and Textile Fabrics	853,091	990,993	980,259	1,023,786	959,552

TOTAL QUANTITY of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports)—*concluded.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*					
Apparel (including haberdashery, millinery, boots and shoes, &c., but excluding hosiery) -	—	—	—	—	—
Arms, Ammunition, &c. (excluding military accoutrements):					
Fire-arms and parts thereof - - - -	—	—	—	—	—
Other sorts - - - - - - - -	—	—	—	—	—
Art, works of - - - - - - - - -	—	—	—	—	—
Books and Printed Matter (including maps and charts) - - - - - - Cwt.	1,560	1,315	1,268	1,607	1,113
Cabinet-ware and Furniture - - - - -	—	—	—	—	—
Candles - - - - - - - Lb.	74,263	100,204	51,023	48,325	44,545
Caoutchouc - - - - - - - - -	—	—	—	—	—
Carriages, Carts, &c. (excluding railway carriages), and parts thereof - - - - - -	—	—	—	—	—
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain) -	—	—	—	—	—
Clocks and Watches - - - - - - No.	4,654	3,601	4,011	5,786	3,408
Coral - - - - - - - - Lb.	28,746	16,683	18,082	12,139	30,286
Cordage and Rope of vegetable fibre (excluding jute) - - - - - Cwt.	230	291	224	436	212
Earthenware and Porcelain - - - - -	—	—	—	—	—
Glass and Glassware:					
Sheet and Plate - - - - Supl. Feet	100,716	114,090	57,830	122,811	79,752
Beads and False Pearls - - - Cwt.	431	389	448	239	189
Bottles, common - - - - - { "	699	372	707	602	523
{ =Gross	502	211	469	366	462
Other ware - - - - - - - -	—	—	—	—	—
Instruments, Apparatus, and Appliances, and parts thereof:					
Musical - - - - - - - - -	—	—	—	—	—
Photographic - - - - - - - -	—	—	—	—	—
Scientific, Philosophical &c. - - - -	—	—	—	—	—
Jewellery, &c.:					
Jewellery - - - - - - - - -	—	—	—	—	—
Plate - - - - - - - - -	—	—	—	—	—
Leather:					
Unwrought - - - - - - - Cwt.	36	134	41	139	80
Manufactures (excluding boots and shoes)	—	—	—	—	—
Matches - - - - - - - - -	—	—	—	—	—
Mats and Matting - - - - Sq. Yds.	36,614	59,634	63,592	50,973	55,937
Paints and Colours - - - - - Cwt.	3,141	2,479	6,334	3,184	2,916
Paper and Pasteboard:					
Printing Paper - - - - - - Cwt.	557	266	280	374	590
Writing Paper and Envelopes - - - -	—	—	—	—	—
Other sorts - - - - - - Cwt.	496	533	2,236	1,522	2,664
Perfumery - - - - - - - - -	—	—	—	—	—
Soap - - - - - - - - Cwt.	2,678	3,065	1,642	2,593	2,591
Stationery (excluding paper) - - - -	—	—	—	—	—
Toys and Requisites for Games - - - -	—	—	—	—	—
Umbrellas - - - - - - - No.	36,612	59,197	54,193	72,930	74,998
Wood, manufactures of - - - - -	—	—	—	—	—
Articles (not specified) exported by Post - -	—	—	—	—	—
All other Articles - - - - - - - -	—	—	—	—	—

TOTAL VALUE of EXPORTS of ARTICLES of FOREIGN MERCHANDISE (Re-exports)—*concluded.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*	£	£	£	£	£
Apparel (including haberdashery, millinery, boots and shoes, &c., but excluding hosiery)	103,965	114,320	101,073	97,691	110,938
Arms, Ammunition, &c. (excluding military accoutrements):					
Fire-arms and parts thereof	7,288	6,581	5,478	6,253	5,540
Other sorts	3,087	2,206	1,032	1,087	712
	10,375	8,787	6,510	7,340	6,252
Art, works of	5,042	5,642	7,261	9,737	3,470
Books and Printed Matter (including maps and charts)	14,320	14,582	13,464	19,190	13,282
Cabinet-ware and Furniture	6,603	8,422	5,811	5,185	6,281
Candles	1,646	2,206	1,032	1,025	939
Caoutchouc	886	834	1,568	2,073	1,797
Carriages, Carts, &c. (excluding railway carriages), and parts thereof	7,494	8,027	11,941	17,897	20,128
Chinese and Japanese-ware (including lacquered-ware, but not earthenware and porcelain)	2,466	9,049	4,457	3,050	2,537
Clocks and Watches	2,416	2,543	3,149	2,741	2,019
Coral	14,977	11,293	11,946	5,888	8,210
Cordage and Rope of vegetable fibre (excluding jute)	484	455	553	1,026	436
Earthenware and Porcelain	10,100	15,026	12,703	16,067	17,262
Glass and Glassware:					
Sheet and Plate	950	899	586	1,047	701
Beads and False Pearls	2,381	3,149	3,059	1,368	1,194
Bottles, common	720	347	631	516	565
Other ware	19,157	20,837	21,451	20,781	23,945
	23,208	25,232	25,727	23,712	26,405
Instruments, Apparatus, and Appliances, and parts thereof:					
Musical	4,831	4,218	6,295	6,198	8,045
Photographic	2,026	1,415	1,907	1,449	1,878
Scientific, Philosophical, &c.	9,400	12,366	14,425	10,267	14,405
	16,257	17,999	22,627	17,914	24,328
Jewellery, &c.:					
Jewellery	9,951	14,039	7,842	10,756	21,375
Plate	6,932	7,063	7,405	7,432	10,140
	16,883	21,102	15,247	18,188	31,515
Leather:					
Unwrought	400	1,584	419	1,178	920
Manufactures (excluding boots and shoes)	3,432	4,973	4,177	5,232	3,164
	3,832	6,557	4,596	6,410	4,084
Matches	4,345	4,185	2,479	2,804	3,149
Mats and Matting	946	1,749	1,434	1,235	1,486
Paints and Colours	3,845	3,609	4,613	4,044	3,990
Paper and Pasteboard:					
Printing Paper	743	372	348	652	789
Writing Paper and Envelopes	1,970	2,854	2,306	1,963	2,209
Other sorts	627	775	1,318	1,307	2,043
	3,340	4,001	3,972	3,922	5,041
Perfumery	2,929	2,472	3,301	3,154	3,124
Soap	2,484	3,212	2,185	2,525	2,526
Stationery (excluding paper)	9,112	11,661	8,719	10,461	9,560
Toys and Requisites for Games	3,821	4,735	3,927	3,776	4,903
Umbrellas	2,773	4,303	4,293	5,719	5,771
Wood, manufactures of	996	2,432	4,953	3,377	5,618
Articles (not specified) exported by Post	10,851	11,864	21,833	52,728	19,137
All other Articles	7,913	7,660	5,514	8,803	7,860
Total Value of Articles Manufactured and partly Manufactured	1,147,400	1,324,952	1,297,147	1,381,468	1,311,600
GRAND TOTAL	1,957,108	2,217,458	2,248,715	2,352,540	2,322,693

TOTAL QUANTITY of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE.

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
I.—ANIMALS, LIVING :						
Horses	No.	273	528	229	128	174
Other kinds	,,	329,113	329,761	300,143	254,602	316,822
Total Number of Animals, Living	,,	329,386	330,289	300,372	254,730	316,996
II.—ARTICLES OF FOOD AND DRINK :						
Coffee	Cwt.	269,165	291,254	329,647	360,182	228,094
Fruits and Vegetables (fresh) :						
Fruits :						
Cocoanut Kernel or Copra	Cwt.	143,054	353,724	155,934	177,049	126,454
Other sorts		—	—	—	—	—
Vegetables, fresh		—	—	—	—	—
Grain and Pulse :						
Barley	Cwt.	63,872	113,120	376,548	92,810	406,067
Gram	,,	416,370	365,036	777,297	417,672	846,583
Jawar and Bajra	,,	753,406	2,056,786	2,526,544	1,670,670	780,182
Oats	,,	71,026	56,332	36,463	56,078	55,518
Pulse	,,	2,130,470	2,163,278	3,126,920	2,136,517	1,097,945
Rice in the husk	,,	451,962	560,565	613,075	828,745	655,132
,, not in the husk	,,	47,033,137	44,441,186	48,873,297	42,211,869	38,054,054
Rice-flour	,,	7,424	3,327	2,529	4,594	6,165
Wheat	,,	10,292,150	25,911,312	43,000,502	18,750,467	16,028,914
Wheat-flour	,,	718,077	810,422	1,031,495	899,056	818,462
Other sorts	,,	1,282,735	692,075	1,691,672	112,042	21,226
	,,	63,220,629	77,173,439	102,056,342	67,180,520	58,770,248
Provisions :						
Biche de Mer	Lb.	31,204	64,564	53,604	99,864	44,468
Fishmaws and Sharkfins	,,	835,065	481,873	461,520	525,778	565,435
Fish, dry, salted	,,	13,739,228	14,853,920	16,759,213	13,770,570	11,073,187
,, ,, unsalted	,,	3,805,012	4,559,687	2,801,243	3,370,962	5,498,976
Fruits and Vegetables—dried, salted, or preserved	Cwt.	126,364	121,373	141,097	169,709	148,023
Ghi	Lb.	6,418,045	5,390,865	6,097,917	6,491,870	4,884,252
Lard	,,	173,786	100,196	50,920	61,597	55,563
Other sorts	Cwt.	30,728	32,556	34,510	50,746	44,973
Spices :						
Betelnuts	Lb.	375,050	341,937	320,176	343,526	289,770
Cardamoms	,,	302,940	287,434	201,031	295,390	202,374
Chillies	,,	9,508,512	12,377,155	9,518,178	9,002,705	11,007,929
Ginger	,,	7,397,702	12,061,517	11,164,019	9,869,174	5,415,531
Pepper	,,	9,310,166	14,348,983	10,113,416	17,889,994	9,499,089
Other sorts	,,	430,307	188,268	125,050	300,440	99,110
	,,	27,324,677	39,605,294	31,441,870	37,701,229	26,513,803
Sugar :						
Refined or crystallised, including sugar-candy and confectionery	Cwt.	15,607	14,537	25,767	25,958	23,490
Unrefined	,,	206,517	198,005	192,890	230,498	164,299
	,,	222,124	212,542	218,657	256,456	187,789
Tea :						
Black	Lb.	*	204,918,115	210,308,347	212,490,424	232,293,493
Green	,,	*	2,241,678	1,578,811	1,733,364	1,360,144
	,,	181,423,518	207,159,793	211,887,158	214,223,788	233,653,637
Tea-waste, for manufacture of Caffeine	,,	*	*	1,063,038	2,002,754	1,737,077
Other articles		—	—	—	—	—

* Not separately enumerated.

TOTAL VALUE of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE.

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
	£	£	£	£	£
I.—ANIMALS, LIVING:					
Horses	2,769	6,954	2,783	1,773	2,784
Other kinds	134,637	141,548	126,559	127,149	148,094
Total Value of Animals, Living	137,406	148,502	129,342	128,922	150,878
II.—ARTICLES OF FOOD AND DRINK:					
Coffee	880,842	911,585	1,107,317	1,171,149	664,319
Fruits and Vegetables (fresh):					
Fruits:					
Cocoanut Kernel or Copra	122,728	281,641	123,690	147,161	126,356
Other sorts	2,989	2,390	3,366	3,438	2,908
Vegetables, fresh	87,524	77,786	80,174	98,035	101,218
	213,241	361,817	207,230	248,634	230,482
Grain and Pulse:					
Barley	15,196	23,761	84,544	20,837	83,450
Gram	101,074	90,877	178,993	97,681	215,450
Jawar and Bajra	172,843	473,076	625,937	450,689	201,236
Oats	19,391	15,246	9,912	15,273	15,068
Pulse	523,029	519,264	711,596	534,592	336,155
Rice in the husk	70,473	85,731	97,808	150,817	133,259
,, not in the husk	12,524,919	12,636,162	12,981,501	12,273,761	12,217,022
Rice-flour	1,442	1,389	974	2,078	2,966
Wheat	3,010,238	7,392,636	11,937,380	5,689,600	4,836,310
Wheat-flour	310,309	353,256	461,441	425,551	390,474
Other sorts	237,611	137,153	324,041	22,611	5,731
	16,986,525	21,728,551	27,414,127	19,683,490	18,437,121
Provisions:					
Biche de Mer	397	901	1,358	2,220	956
Fishmaws and Sharkfins	57,757	34,267	32,149	35,189	34,223
Fish, dry, salted	84,844	90,740	105,835	87,838	75,371
,, ,, unsalted	20,419	27,641	16,200	20,980	28,823
Fruits and Vegetables—dried, salted, or preserved	42,813	39,897	44,652	56,293	60,040
Ghi	181,783	152,722	177,817	195,918	157,696
Lard	3,521	2,035	1,033	1,250	1,050
Other sorts	61,033	61,499	59,089	74,127	75,915
	452,567	409,702	438,133	473,815	434,074
Spices:					
Betelnuts	5,120	4,587	5,600	5,627	4,705
Cardamoms	27,749	22,508	14,218	19,834	14,611
Chillies	56,497	84,640	75,421	85,318	95,842
Ginger	110,633	166,070	128,452	83,516	64,481
Pepper	218,432	338,102	236,414	407,157	220,082
Other sorts	5,709	2,810	2,569	3,792	1,637
	424,140	618,717	462,674	605,244	401,358
Sugar:					
Refined or crystallised, including sugar-candy and confectionery	10,682	10,737	19,114	23,132	18,359
Unrefined	54,170	58,694	78,418	99,602	52,981
	64,852	69,431	97,532	122,734	71,340
Tea:					
Black	*	5,650,414	5,602,116	5,854,194	6,536,169
Green	*	54,874	41,542	44,208	35,674
	4,907,761	5,705,288	5,643,658	5,898,402	6,571,843
Tea-waste, for manufacture of caffeine	*	*	4,874	8,734	7,516
Other articles	2,609	1,754	3,986	4,573	6,478
Total Value of Articles of Food and Drink	23,932,537	29,806,845	35,379,531	28,216,775	26,824,531

* Not separately enumerated.

TOTAL QUANTITY of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
III.—METALS AND MANUFACTURES OF:						
Metals:						
Brass (mainly Wrought)	Cwt.	3,753	2,521	2,394	3,581	8,048
Chromite (Chrome Iron Ore)	,,	*	*	55,826	63,003	73,034
Copper (mainly Old and Wrought)	,,	3,639	2,293	2,405	3,601	15,874
Iron:						
Ore, Old (for re-manufacture), and cast (pig)	,,	33,665	55,327	61,204	46,908	75,066
Wrought:						
Anchors, Cables, and Kentledge	,,	1,348	1,958	2,306	1,893	1,747
Nails, Screws, Rivets, and Washers	,,	3,143	4,110	3,925	3,706	4,974
Other manufactures of iron, or of iron mixed with steel	,,	3,579	3,751	9,337	6,365	4,960
	,,	41,735	65,146	76,772	58,872	86,747
Manganese ore	,,	3,105,490	3,623,789	3,618,909	6,333,881	9,859,855
Tin	,,	504	480	457	426	929
Unenumerated	,,	336	909	2,982	490	7,177
Total Metals	,,	3,155,457	3,695,138	3,759,745	6,463,854	10,051,664
Hardware and Cutlery (including plated ware)		—	—	—	—	—
Machinery and Millwork		—	—	—	—	—
Railway Plant and Railway Stock		—	—	—	—	—
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:						
Chemicals:						
Borax	Cwt.	5,002	5,333	4,454	4,146	5,613
Saltpetre	,,	410,622	392,114	348,741	336,429	353,378
Other sorts		—	—	—	—	—
Drugs, Medicines, and Narcotics:						
Chinchona Bark	Lb.	1,579,498	1,108,527	1,177,394	916,360	494,587
Other sorts		—	—	—	—	—
Opium	Chests	67,531	73,637	66,861	62,936	66,274
	= Cwt.	94,842	102,494	93,844	89,247	94,449
Tobacco:						
Unmanufactured	Lb.	14,574,961	11,367,996	12,316,469	13,091,186	20,944,840
Manufactured:						
Cigars	,,	974,495	783,447	789,536	868,602	1,053,289
Other sorts	,,	229,009	247,774	274,121	312,254	322,037
	,,	15,778,465	12,399,217	13,380,126	14,272,042	22,320,166
Dyeing and Tanning Materials:						
Cutch	Cwt.	70,305	112,938	62,562	55,070	97,269
Indigo	,,	66,377	60,410	49,252	31,186	35,102
Myrabolams	,,	1,157,650	1,229,609	1,187,585	1,206,398	1,162,219
Safflower	,,	2,969	4,313	2,993	1,984	3,670
Turmeric	,,	126,076	68,234	44,090	49,545	62,246
Other sorts	,,	25,020	22,252	23,390	28,052	25,449
	,,	1,447,397	1,497,756	1,369,872	1,372,235	1,385,955
V.—OILS:						
Animal	Gals.	8,408	16,932	4,809	9,169	28,481
Essential	,,	25,514	26,018	21,746	26,663	27,342
Mineral	,,	21,771	939,305	4,240,392	1,779,528	906,136
Paraffin wax	Cwt.	56,464	43,894	54,707	56,795	60,209
Vegetable, not Essential:						
Castor	Gals.	2,073,573	1,916,200	1,632,106	1,432,108	1,445,636
Cocoanut	,,	2,051,830	3,379,631	2,021,193	1,508,424	959,772
Groundnut	,,	84,785	50,603	48,582	7,814	16,608
Linseed	,,	120,129	137,952	102,596	186,682	114,205
Mustard or Rape	,,	314,792	346,174	432,752	338,543	273,684
Til or Jinjili	,,	212,728	285,711	547,456	308,310	165,877
Other sorts	,,	10,152	19,639	45,037	14,367	15,238
	,,	4,867,989	6,135,910	4,829,722	3,796,248	2,991,020
Total Quantity of Oils	Gals.	4,923,682	7,118,165	9,096,669	5,611,608	3,952,979
	& Cwt.	56,464	43,894	54,707	56,795	60,209

* Not separately enumerated.

TOTAL VALUE of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
	£	£	£	£	£
III.—METALS AND MANUFACTURES OF:					
Metals:					
Brass (mainly Wrought)	22,759	16,407	16,342	20,833	29,813
Chromite (Chrome Iron Ore)	*	*	7,726	10,125	11,073
Copper (mainly Old and Wrought)	9,753	9,747	10,933	14,558	63,469
Iron:					
Ore, Old (for re-manufacture), and cast (pig)	3,951	8,255	6,923	6,602	11,452
Wrought:					
Anchors, Cables, and Kentledge	815	1,150	1,345	1,093	1,065
Nails, Screws, Rivets, and Washers	2,413	3,466	3,213	2,749	3,971
Other manufactures of iron, or of iron mixed with steel	2,428	2,508	5,997	4,025	3,165
	9,607	15,379	17,478	14,469	19,653
Manganese ore	126,425	152,940	160,512	287,607	472,552
Tin	2,901	2,589	2,551	2,451	4,821
Unenumerated	3,787	2,288	2,152	1,494	8,591
Total Metals	175,232	199,350	217,694	351,537	609,972
Hardware and Cutlery (including plated ware)	17,272	22,269	20,318	28,389	29,299
Machinery and Millwork	882	386	1,714	1,277	2,240
Railway Plant and Rolling Stock	7,152	7,892	5,189	7,207	6,381
Total Value of Metals and Manufactures of	200,538	229,897	244,915	388,410	647,892
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS:					
Chemicals:—					
Borax	7,533	7,011	5,558	5,366	7,687
Saltpetre	288,486	271,691	241,588	256,861	276,168
Other sorts	3,180	2,903	3,753	4,530	5,887
	299,199	281,605	250,899	266,757	289,742
Drugs, Medicines, and Narcotics:					
Chinchona Bark	26,672	18,477	19,857	15,860	7,944
Other sorts	70,127	80,234	99,096	91,524	69,240
	96,799	98,711	118,953	107,384	77,184
Opium	5,344,623	6,980,110	7,082,295	6,314,512	6,205,281
Tobacco:					
Unmanufactured	98,047	85,749	83,797	93,816	136,642
Manufactured:					
Cigars	81,846	51,521	52,397	58,727	66,499
Other sorts	2,324	2,509	2,558	3,486	3,258
	182,217	139,779	138,752	156,029	206,399
Dyeing and Tanning Materials:					
Cutch	89,506	131,460	64,736	57,592	106,171
Indigo	803,788	717,468	556,405	390,918	466,985
Myrabolams	251,484	280,686	283,938	297,378	293,173
Safflower	3,774	4,500	2,154	2,007	3,359
Turmeric	65,838	30,177	20,317	29,451	47,264
Other sorts	5,717	6,494	7,393	10,232	9,364
	1,220,107	1,170,785	934,943	787,578	926,316
Total Value of Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials	7,142,945	8,670,990	8,525,842	7,632,260	7,704,922
V.—OILS:					
Animal	431	878	252	436	1,545
Essential	51,391	47,208	40,596	47,421	54,183
Mineral	724	29,419	137,610	59,502	15,343
Paraffin wax	69,543	54,209	74,252	77,226	82,840
Vegetable, not Essential:					
Castor	164,548	138,883	109,599	114,139	148,134
Cocoanut	197,610	325,439	194,491	148,445	94,520
Groundnut	10,033	4,905	4,170	718	1,747
Linseed	22,315	24,110	17,035	30,532	14,595
Mustard or Rape	31,977	32,322	37,251	35,250	32,726
Til or Jinjili	22,233	28,294	48,144	29,619	18,643
Other sorts	981	1,534	5,312	1,262	1,455
	449,697	555,554	416,002	359,965	311,820
Total Value of Oils	571,786	687,268	668,712	544,550	465,731

* Not separately enumerated.

TOTAL QUANTITY of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*continued.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:						
Bristles and fibre for brushes and brooms	Cwt.	70,917	83,258	81,290	93,873	88,158
Canes and Rattans	,,	3,425	2,290	1,877	2,112	2,427
Caoutchouc	,,	1,035	1,792	4,220	5,582	4,489
Coal and Coke	Tons	431,552	493,070	594,832	837,251	940,054
Coir	Cwt.	30,559	25,500	17,845	12,882	11,317
Cotton	,,	6,044,806	7,931,075	5,657,743	7,399,534	7,400,839
Fodder, bran, and cattle food, including hay and straw:						
Oilcake	Cwt.	984,344	1,201,596	1,404,631	1,474,912	944,711
Rice-bran	Tons	160,384	157,744	167,529	189,142	146,063
Other sorts	Cwt.	235,104	333,182	345,526	350,200	249,099
	Tons	221,356	234,482	255,037	280,398	205,754
Gums and Resins	Cwt.	41,150	42,960	33,095	39,376	39,170
Hemp (chiefly Sann)	,,	439,799	477,309	439,439	512,662	598,502
Hides and Skins, Raw:						
Hides	No.	8,210,524	8,261,198	8,722,520	11,531,809	12,917,227
	= Cwt.	671,314	670,792	709,261	944,081	1,091,174
Skins:						
Goat	No.	*	*	*	29,674,734	23,114,435
	= Cwt.	*	*	*	500,727	386,562
Sheep	No.	*	*	*	1,187,353	2,500,263
	= Cwt.	*	*	*	14,961	35,371
Other	No.	*	*	*	658,612	1,251,856
	= Cwt.	*	*	*	23,153	42,355
Total Skins	No.	18,820,523	19,634,429	22,889,526	31,520,699	26,866,554
	= Cwt.	241,727	265,325	367,261	538,841	464,288
Total Hides and Skins	No.	27,031,047	27,895,627	31,612,046	43,052,508	39,783,781
	Cwt.	913,041	936,117	1,076,522	1,482,922	1,555,462
Horn and Hornmeal	Cwt.	71,396	48,405	61,582	73,521	78,771
Ivory	Lb.	4,255	4,396	3,931	4,845	6,974
Jade-stone	Cwt.	3,756	2,402	2,887	1,796	2,998
Jewellery, &c.:						
Precious Stones and Pearls, unset		—	—	—	—	—
Jute, Raw	Cwt.	13,036,486	13,721,447	12,875,312	14,480,407	15,970,478
Lac, stick and seed	,,	7,419	6,383	11,152	11,604	15,188
Manures:						
Animal Bones	Tons	100,391	74,788	68,203	87,552	93,760
Fish Manure	,,	†	†	†	4,615	10,672
Oilcake Manure	,,	†	†	†	37,127	58,144
Other sorts	,,	5,243	6,137	9,865	2,362	1,499
	,,	105,634	80,925	78,068	131,656	164,075
Mica	Cwt.	20,412	21,548	19,575	31,554	51,426
Rags and other materials for making paper	,,	13,431	9,077	10,248	19,831	12,581
Seeds:						
Essential:						
Ajama	Cwt.	7,393	3,980	1,744	4,114	8,988
Coriander	,,	53,882	62,566	73,347	91,103	72,670
Cummin	,,	19,293	18,948	16,589	20,096	23,605
Fennel	,,	8,334	14,085	21,048	8,509	10,974
Fenugreek	,,	191	2,891	38,876	93,397	61,635
Other sorts	,,	6,308	11,766	18,227	20,041	17,945
Castor	,,	1,751,688	1,566,838	1,460,908	1,298,624	1,505,059
Cotton	,,	3,973,942	2,677,226	2,528,897	3,891,339	4,387,534
Groundnuts	,,	1,035,659	1,921,982	1,674,421	1,374,214	1,725,239
Linseed	,,	6,328,185	8,616,356	11,182,009	5,788,860	4,378,826
Mowa or Mowra	,,	254,036	493,673	653,446	337,860	116,710
Mustard	,,	52,261	49,756	84,390	94,473	47,632
Niger	,,	48,990	42,559	63,585	44,670	95,411
Poppy	,,	966,220	1,315,074	1,362,599	796,511	802,615
Rape	,,	3,926,911	4,342,992	5,154,891	1,993,684	3,728,806
Tea	,,	601	754	821	806	1,044
Til or Jinjili	,,	3,732,685	3,512,650	2,516,757	1,685,208	2,740,815
Other sorts	,,	27,481	27,328	21,189	32,377	10,182
	,,	22,194,060	24,681,424	26,873,744	17,575,886	19,735,690
Silk:						
Raw	Lb.	681,852	624,064	506,318	578,450	777,654
Chasam or waste	,,	1,240,689	1,136,566	751,355	1,131,960	1,095,193
Cocoons	,,	67,281	101,686	85,990	68,906	70,591
	,,	1,989,822	1,862,316	1,343,663	1,779,316	1,943,438
Specimens illustrative of Natural Science		—	—	—	—	—
Stone and Marble	Cwt.	52,691	51,023	40,792	57,467	74,257
Tallow	,,	11,495	10,654	7,184	6,015	4,135
Wax (excluding candles)	,,	4,481	6,685	6,941	8,593	8,162
Wood:						
Teak	Cubic Tons	57,500	73,913	46,912	52,768	44,202
Other Timber	,,	4,759	4,577	3,414	4,477	5,756
Ornamental:						
Sandal		—	—	—	—	—
Ebony and other sorts		—	—	—	—	—
Wool, Raw	Lb.	27,892,898	33,234,775	38,571,968	42,514,498	45,909,898
All other Articles		—	—	—	—	—

* Not separately enumerated till April, 1905.
† ,, ,, ,, ,, September, 1905.

TOTAL VALUE of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*continued.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:	£	£	£	£	£
Bristles and fibre for brushes and brooms	105,267	138,422	122,657	143,402	117,929
Canes and Rattans	3,330	1,801	1,176	2,082	2,540
Caoutchouc	9,410	23,146	60,784	85,475	74,566
Coal and Coke	258,501	254,172	310,214	438,576	507,650
Coir	17,373	15,108	10,337	7,473	7,109
Cotton	9,838,132	16,250,764	11,623,125	14,227,680	14,652,307
Fodder, bran, and cattle food, including hay and straw:					
Oilcake	228,174	261,231	287,241	346,613	239,316
Rice-bran	296,009	280,040	293,339	369,455	329,037
Other sorts	47,392	64,978	67,494	71,628	58,290
	571,575	606,249	648,074	787,696	626,643
Gums and Resins	33,868	36,194	34,047	43,882	49,656
Hemp (chiefly Sann)	289,816	323,589	298,754	361,317	458,226
Hides and Skins, Raw:					
Hides	2,011,736	2,111,693	2,472,488	3,489,196	4,272,698
Skins:					
Goat	*	*	*	3,056,033	2,562,324
Sheep	*	*	*	84,290	210,400
Other	*	*	*	102,935	217,242
Total Skins	1,679,576	1,779,116	2,239,271	3,243,258	2,989,966
Total Hides and Skins	3,691,312	3,890,809	4,702,759	6,732,454	7,262,664
Horn and Hornmeal	113,684	80,387	91,491	116,663	112,769
Ivory	1,829	1,652	1,707	2,356	3,162
Jade-stone	43,807	54,839	41,603	50,982	53,484
Jewellery, &c.:					
Precious stones and Pearls, unset	13,860	6,845	61,299	59,885	71,956
Jute, Raw	7,417,650	7,812,081	7,977,097	11,417,109	17,892,454
Lac, stick and seed	28,829	29,284	62,740	51,974	85,749
Manures:					
Animal Bones	366,531	277,141	250,099	331,919	369,683
Fish Manure	†	†	†	16,924	33,099
Oilcake Manure	†	†	†	113,279	267,292
Other sorts	15,253	17,717	41,757	11,014	6,919
	381,784	294,858	291,856	473,136	676,993
Mica	87,594	86,297	97,932	159,627	254,999
Rags and other materials for making paper	3,099	2,314	1,970	5,591	4,494
Seeds:					
Essential:					
Ajama	4,064	1,641	842	2,121	5,276
Coriander	17,062	25,853	33,141	62,033	47,889
Cummin	30,743	28,578	22,507	26,833	34,477
Fennel	5,263	7,758	11,048	5,190	7,316
Fenugreek	92	1,086	14,171	33,267	24,198
Other sorts	3,117	5,392	7,563	8,878	8,861
Castor	613,711	461,304	461,059	524,452	761,128
Cotton	674,036	445,544	410,841	681,173	866,044
Groundnuts	477,194	757,940	645,179	579,046	836,979
Linseed	3,793,993	3,829,451	4,219,150	2,743,693	2,173,239
Mowa or Mowra	100,555	165,104	205,418	119,304	50,419
Mustard	32,889	28,142	41,267	59,637	37,667
Niger	18,539	11,889	18,005	16,870	40,582
Poppy	549,673	583,064	522,868	401,494	438,482
Rape	1,647,424	1,689,407	1,822,515	811,937	1,644,708
Tea	3,514	4,698	4,417	5,639	6,597
Til or Jinjili	1,939,574	1,619,296	1,158,113	979,536	1,691,994
Other sorts	10,271	11,073	9,133	11,715	5,297
	9,921,714	9,677,220	9,607,237	7,072,818	8,681,153
Silk:					
Raw	368,322	350,111	283,279	315,522	395,915
Chasam or Waste	64,410	65,999	42,731	56,204	57,180
Cocoons	3,812	6,721	5,322	4,253	4,573
	436,544	422,831	331,332	375,979	457,668
Specimens illustrative of Natural Science	10,816	11,388	10,127	9,463	11,519
Stone and Marble	3,373	2,974	4,000	7,037	5,493
Tallow	11,381	14,522	8,733	7,417	5,360
Wax (excluding candles)	25,650	29,406	39,239	48,755	39,734
Wood:					
Teak	457,859	609,707	400,359	469,444	409,886
Other Timber	23,217	31,123	14,235	16,919	22,235
Ornamental:					
Sandal	59,295	74,035	65,684	74,318	75,392
Ebony and other sorts	6,775	6,739	3,725	3,731	2,995
Wool, Raw	776,880	918,264	1,261,116	1,409,819	1,617,690
All other Articles	79,073	75,545	79,322	102,517	122,151
Total Value of Raw Materials and Unmanufactured Articles	34,723,297	41,782,565	38,264,731	44,765,577	54,366,626

* Not separately enumerated till April, 1905.
† „ „ „ „ September, 1905.

TOTAL QUANTITY of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*concluded.*

ARTICLES.		1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:						
Yarns and Textile Fabrics:						
Cotton:						
Twist and Yarn	Lb.	248,538,638	252,474,245	247,854,797	297,634,314	243,516,827
Piece goods:						
Grey (unbleached)	Yards	38,686,034	42,050,689	52,869,093	55,822,652	42,218,822
White (bleached)	,,	339,165	179,277	127,301	392,283	248,880
Coloured, printed, or dyed	,,	30,509,341	33,585,163	34,460,075	35,760,027	34,231,235
	,,	69,534,540	75,815,129	87,456,469	91,974,962	76,698,937
Handkerchiefs and Shawls in the piece	No.	1,744,678	1,770,605	2,613,138	1,892,602	1,179,586
Hosiery, pure and mixed		—	—	—	—	—
Thread, sewing	Lb.	149,797	146,828	107,577	155,319	159,281
Other sorts	,,	2,964,427	3,619,117	2,319,331	3,558,994	1,971,930
	Yards	13,470	16,490	14,121	18,715	80,063
Flax and Hemp (excluding cordage)		—	—	—	—	—
Jute:						
Twist and Yarn	Lb.	1,790,708	693,085	444,392	357,234	1,655,052
Gunny Bags	No.	225,196,371	206,207,675	201,436,286	233,326,201	257,683,115
Gunny Cloth	Yards	492,883,680	552,320,434	575,511,587	658,671,353	696,067,945
Rope and Twine	Cwt.	43,943	44,012	38,515	38,855	45,268
Other sorts		—	—	—	—	—
Silk:						
Piece goods	Yards	819,324	677,225	535,182	546,030	575,245
Goods of silk, mixed with other materials	,,	108,951	151,835	162,389	136,338	86,740
Other sorts	Lb.	1,105	47	344	221	183
Wool:						
Carpets and Rugs	Lb.	1,646,416	1,878,202	1,410,698	1,578,348	1,603,330
Piece goods	Yards	71,158	10,803	65,677	19,479	13,694
Shawls	No.	2,711	2,205	4,530	6,343	5,794
Other sorts	Lb.	86,517	192,922	274,487	219,905	231,273
Apparel (excluding hosiery)		—	—	—	—	—
Boots and Shoes	Pairs	319,368	255,378	168,064	147,601	145,345
Books and Printed Matter (including maps and charts)	Cwt.	5,039	5,011	5,825	6,174	4,834
Cabinet-ware and Furniture		—	—	—	—	—
Candles	Lb.	1,475,215	3,084,790	3,352,652	6,009,241	5,094,638
Coir, manufactures of (excluding rope)	Cwt.	451,330	483,355	510,901	544,488	559,329
Cordage and rope of vegetable fibre (excluding jute)	,,	52,128	45,726	41,326	46,897	50,143
Earthenware and Porcelain		—	—	—	—	—
Glass and Glassware		—	—	—	—	—
Hides and Skins dressed or tanned:						
Hides	No.	1,706,012	1,569,082	1,826,204	2,917,403	3,278,276
	=Cwt.	107,879	102,625	123,390	201,982	219,855
Skins:						
Goat	No.	*	*	*	8,087,488	8,874,120
	=Cwt.	*	*	*	73,636	83,892
Sheep	No.	*	*	*	8,558,016	8,953,908
	=Cwt.	*	*	*	61,007	61,919
Other	No.	*	*	*	238,730	268,776
	=Cwt.	*	*	*	4,255	4,654
Total Skins	No.	17,308,250	18,526,174	15,493,023	16,884,234	18,096,804
	=Cwt.	149,299	161,869	139,214	138,898	150,465
Total Hides and Skins	No.	19,014,262	20,095,256	17,319,227	19,801,637	21,375,080
	=Cwt.	257,178	264,494	262,604	340,880	370,320
Jewellery, &c.:						
Jewellery		—	—	—	—	—
Plate		—	—	—	—	—
Lac:						
Button	Cwt.	35,805	50,500	34,276	41,851	37,117
Shell, &c.	,,	195,789	178,737	194,703	221,590	216,971
	,,	231,594	229,237	228,979	263,441	254,088
Leather:						
Unwrought	Cwt.	1,067	737	560	2,203	2,430
Manufactures of:						
Saddlery and Harness		—	—	—	—	—
Other sorts		—	—	—	—	—
Mats and Matting	Sq. Yds.	508,325	586,406	425,278	333,387	475,053
Perfumery		—	—	—	—	—
Soap	Cwt.	4,189	2,995	2,222	1,666	963
Toys and Requisites for Games		—	—	—	—	—
Wood		—	—	—	—	—
Articles (not specified) exported by Post		—	—	—	—	—
All other Articles		—	—	—	—	—

* Not separately enumerated till April, 1905.

TOTAL VALUE of EXPORTS of ARTICLES of INDIAN PRODUCE and MANUFACTURE—*concluded.*

ARTICLES.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:					
Yarns and Textile Fabrics:	£	£	£	£	£
Cotton:					
Twist and Yarn	5,693,356	5,894,362	6,543,788	8,258,458	6,931,021
Piece goods:					
Grey (unbleached)	321,295	358,202	475,355	525,841	408,523
White (bleached)	5,721	5,487	4,871	6,614	9,636
Coloured, printed, or dyed	558,013	625,007	620,737	711,460	684,281
	885,029	988,696	1,100,963	1,243,915	1,102,440
Handkerchiefs and Shawls in the piece	49,227	51,416	81,498	61,015	41,197
Hosiery, pure and mixed	5,617	6,634	5,179	5,092	3,337
Thread, sewing	8,199	7,742	5,975	8,228	8,320
Other sorts	30,364	32,689	24,725	40,292	25,845
Total Cotton Manufactures	978,436	1,087,177	1,218,340	1,358,542	1,181,139
Flax and Hemp (excluding cordage)	515	1,333	1,855	1,035	1,343
Jute:					
Twist and Yarn	13,389	5,432	2,381	2,944	21,838
Gunny Bags	3,093,836	3,043,150	3,170,230	4,052,260	4,898,150
Gunny Cloth	2,876,497	3,230,219	3,410,787	4,203,340	5,505,818
Rope and Twine	28,766	32,804	29,746	33,354	49,745
Other sorts	779	1,192	12,768	6,758	1,936
	5,999,878	6,307,365	6,623,531	8,295,712	10,455,649
Silk:					
Piece goods	55,362	43,448	37,791	40,705	40,156
Goods of silk mixed with other materials	7,673	12,013	10,714	6,893	5,502
Other sorts	222	52	201	76	80
	63,257	55,513	48,706	47,674	45,738
Wool:					
Carpets and Rugs	159,913	173,638	126,471	127,535	139,301
Piece goods	2,015	1,333	12,096	1,461	1,461
Shawls	2,913	1,849	2,661	3,013	2,616
Other sorts	2,873	6,033	9,937	6,347	9,478
	167,714	182,853	151,165	138,356	152,856
Total Yarns and Textile Fabrics	12,916,545	13,534,035	14,589,766	18,102,721	18,789,584
Apparel (excluding hosiery)	105,727	105,705	93,945	96,893	99,269
Boots and Shoes	70,604	40,932	31,302	32,576	31,233
	176,331	146,637	125,247	129,469	130,502
Books and Printed Matter (including maps and charts)	27,766	25,527	29,369	31,906	27,792
Cabinet-ware and Furniture	25,731	24,393	26,697	27,741	33,242
Candles	29,458	60,368	63,210	110,243	94,730
Coir, manufactures of (excluding rope)	305,090	319,341	344,380	361,118	373,351
Cordage and Rope of vegetable fibre (excluding jute)	46,406	41,207	37,801	43,261	46,918
Earthenware and Porcelain	2,493	2,530	2,902	2,290	2,980
Glass and Glassware	4,376	5,840	6,230	6,339	6,535
Hides and Skins, dressed or tanned:					
Hides	418,995	409,733	550,137	1,032,005	1,153,089
Skins:					
Goat	*	*	*	832,113	1,035,705
Sheep	*	*	*	547,892	750,945
Other	*	*	*	26,944	27,764
Total Skins	1,513,130	1,656,185	1,351,008	1,406,949	1,814,414
Total Hides and Skins	1,932,124	2,065,917	1,901,145	2,438,954	2,967,503
Jewellery, &c.:					
Jewellery	94,459	6,877	6,044	3,367	18,915
Plate	10,569	7,688	12,014	9,878	11,505
	105,028	14,565	18,058	13,245	30,420
Lac:					
Button	156,035	329,060	258,032	296,086	296,394
Shell, &c.	1,048,995	1,457,587	1,730,169	1,772,017	1,951,039
	1,205,030	1,786,647	1,988,201	2,068,103	2,247,433
Leather:					
Unwrought	6 479	5,994	4,833	17,594	13,194
Manufactures of:					
Saddlery and Harness	4,750	5,416	2,528	2,366	1,670
Other sorts	11,084	8,541	8,218	7,246	2,675
	22,313	19,951	15,579	27,206	17,539
Mats and Matting	6,858	3,917	2,794	1,818	3,174
Perfumery	7,527	8,724	8,821	10,721	11,063
Soap	2,035	1,566	983	725	446
Toys and Requisites for Games	20,670	18,995	18,936	20,412	16,992
Wood	36,286	26,458	38,781	32,932	43,991
Articles (not specified) exported by Post	257,419	246,567	257,831	286,555	313,796
All other Articles	81,806	76,345	71,044	67,229	69,678
Total Value of Articles Manufactured and partly Manufactured	17,211,292	18,429,530	19,547,775	23,782,988	25,227,669
GRAND TOTAL	83,919,801	99,755,597	102,760,848	105,459,482	115,388,249

* Not separately enumerated till April 1905.

Imports of Principal Articles, distinguishing Principal Countries.

Articles and Countries.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
I.—ANIMALS LIVING:							£	£	£	£	£
Horses:											
United Kingdom	No.	153	79	105	376	508	15,678	9,716	5,994	14,867	19,070
Austria-Hungary	,,	67	29	178	3	0	2,583	1,633	5,363	146	0
Arabia	,,	89	209	53	53	7	1,813	4,080	1,063	907	186
Persia	,,	2,405	449	451	206	416	47,253	8,933	8,640	4,207	10,247
Straits Settlements	,,	50	51	44	21	20	1,542	2,137	1,635	640	797
Turkey in Asia	,,	133	3,553	3,086	1,574	1,403	2,773	71,780	59,400	33,153	34,027
Australia	,,	6,899	8,659	10,274	8,997	7,374	200,213	251,019	282,187	251,383	231,987
New Zealand	,,	130	0	135	144	155	3,467	0	2,700	2,880	3,100
Other Countries	,,	12	32	83	83	21	374	608	2,881	3,551	748
	,,	9,938	13,061	14,389	11,457	9,904	275,696	349,906	369,863	311,734	299,262
Other Kinds:											
United Kingdom	No.	375	710	10,726	776	952	2,426	3,159	2,146	4,169	4,816
United States	,,	512	0	0	0	0	16,733	0	0	0	0
Argentine Republic	,,	0	0	963	671	0	0	0	19,200	10,065	0
Ceylon	,,	613	663	912	585	69	424	2,002	902	628	1,526
Straits Settlements	,,	429	68	445	143	2,072	96	1,032	1,977	1,828	3,703
Other Countries	,,	291	322	561	247	2,651	1,252	1,423	1,087	1,006	1,079
	,,	2,220	1,763	13,607	2,422	5,744	20,931	7,616	25,312	17,696	11,124
Total, Animals Living	,,	12,158	14,824	27,996	13,879	15,648	296,627	357,522	395,175	329,430	310,386
II.—ARTICLES OF FOOD AND DRINK:											
Coffee:											
Austria-Hungary	Cwt.	4,500	2,356	2,100	2,551	1,752	8,810	4,437	4,993	6,285	4,132
Straits Settlements	,,	6,345	4,309	4,002	3,853	4,338	10,330	7,523	6,785	7,197	9,126
Other Countries	,,	1,337	1,850	1,097	966	1,568	3,034	3,797	3,078	2,765	4,731
	,,	12,182	8,515	7,199	7,370	7,658	22,174	15,757	14,856	16,247	17,989
Fruits and Vegetables (Fresh):											
Cocoanuts:											
Ceylon	No.	2,596,952	4,853,459	1,537,061	1,540,212	1,500,900	4,597	7,676	2,596	2,875	3,151
Maldives	,,	1,122,600	3,026,559	2,432,830	3,424,288	3,335,714	1,500	4,671	3,638	4,785	5,601
Straits Settlements	,,	6,460,076	7,990,872	7,657,003	7,275,156	6,130,193	24,808	30,349	30,239	28,832	24,431
Other Countries	,,	229,146	215,763	109,724	18,814	8,320	511	470	343	57	23
	,,	10,408,774	16,086,653	11,736,618	12,258,470	10,975,127	31,416	43,166	36,816	36,549	33,206
Other Sorts	,,	—	—	—	—	—	6,953	18,971	19,381	34,538	27,185
Total, Fruits and Vegetables	,,	—	—	—	—	—	38,369	62,137	56,197	71,087	60,391
Grain and Pulse:											
Jawar and Bajra:											
Turkey in Asia	Cwt.	0	0	5,469	47,544	62,676	0	0	1,392	14,415	18,877
Other Countries	,,	330	1,287	85	1,707	1,173	110	282	26	413	357
	,,	330	1,287	5,554	49,251	63,849	110	282	1,418	14,828	19,234
Pulse:											
China, Hong Kong	Cwt.	163,690	38,501	6,036	35,322	8,410	55,720	12,554	1,563	11,628	2,779
Turkey in Asia	,,	24,331	15,743	30,957	21,004	65,118	7,526	5,180	9,329	7,454	22,576
Other Countries	,,	7,751	8,227	6,029	10,339	9,174	2,515	2,402	1,840	3,222	3,040
	,,	195,772	62,471	43,022	66,665	82,702	65,761	20,136	13,232	22,304	28,395
Rice not in the Husk:											
China, Hong Kong	Cwt.	64	38	0	0	23,516	29	18	0	0	9,183
Straits Settlements	,,	27,165	4,564	13,190	5,353	84,856	9,688	1,664	4,801	1,922	36,374
Other Countries	,,	889	1,554	1,914	1,877	13,519	371	560	826	746	5,870
	,,	28,118	6,156	15,104	7,230	121,891	10,088	2,242	5,627	2,668	51,427
Wheat:											
Persia	Cwt.	0	13,075	0	0	21,952	0	4,572	0	0	7,371
Turkey in Asia	,,	723	5,346	37	58,798	186,511	289	1,779	16	21,309	68,155
Australia	,,	0	0	0	395,696	111	0	0	0	128,897	27
Other Countries	,,	60	431	92	120	1,122	28	167	13	37	379
	,,	783	18,852	129	454,614	209,696	317	6,518	29	150,243	75,932
Wheat Flour:											
China, Hong-Kong	Cwt.	14,299	12,828	1,463	7,935	169	5,944	5,570	774	4,136	375
Straits Settlements	,,	7,175	2,610	2,893	1,323	739	2,810	1,128	1,146	663	390
Other Countries	,,	2,251	3,140	3,990	3,840	3,995	1,574	2,305	3,132	2,130	2,000
	,,	23,725	18,578	8,346	13,098	4,903	10,328	9,003	5,052	6,929	2,765
Other Sorts	,,	10,930	32,401	13,371	31,376	41,650	2,702	8,493	3,456	8,121	10,550
Total, Grain and Pulse	,,	259,658	139,745	85,526	622,234	524,691	89,306	46,674	28,814	205,093	188,303

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*										
Hops:						£	£	£	£	£
United Kingdom - - - - - Cwt.	2,590	3,494	2,955	2,631	2,272	16,307	25,604	29,951	1,804	14,394
Austria-Hungary - - - - - „	1,336	238	512	626	320	7,865	1,921	4,902	2,693	1,997
Other Countries - - - - - „	501	887	727	745	467	2,211	5,920	5,686	4,233	2,523
„	4,427	4,619	4,194	4,002	3,059	26,383	33,445	40,539	18,730	18,914
Liquors:										
Ale, Beer and Porter:										
United Kingdom - - - - Gals.	3,581,544	3,780,685	4,298,030	4,562,438	4,506,145	305,396	326,648	350,014	349,005	335,653
Belgium - - - - - - „	18,408	12,957	21,347	56,384	49,460	3,096	2,214	3,411	6,973	5,486
Germany - - - - - - „	183,401	226,311	252,923	334,646	339,605	31,667	39,140	45,285	58,688	57,126
Ceylon - - - - - - „	17,806	18,207	5,143	2 589	2,968	1,295	1,330	315	155	187
Other Countries - - - - „	19,779	23,856	30,087	46,391	18,116	2,971	3,424	3,773	4,887	3,349
„	3,820,938	4,062,016	4,607,530	5,002,448	4,916,294	344,425	372,756	402,798	419,708	401,801
Cider and other Fermented Liquors:										
United Kingdom - - - - Gals.	5,509	5,529	5,880	8,843	10,195	1,206	1,216	1,282	1,903	2,080
Other Countries - - - - „	359	178	139	66	24	67	37	18	8	8
„	5,868	5,707	6,019	8,909	10,219	1,273	1,253	1,300	1,911	2,088
Spirit:										
Brandy:										
United Kingdom - - - - Gals.	61,964	75,024	58,707	52,591	32,150	45,019	51,664	39,153	36,522	23,655
France - - - - - - - „	197,087	210,459	240,715	270,771	249,108	113,699	120,916	138,174	157,605	149,858
Germany - - - - - - „	48,737	61,861	54,312	62,604	38,579	9,431	11,013	10,181	11,585	6,687
Other Countries - - - - „	13,575	15,088	16,724	20,157	14,120	2,854	2,524	2,798	4,590	3,129
„	321,363	362,432	370,458	406,123	333,957	171,003	186,117	190,306	210,302	183,329
Gin:										
United Kingdom - - - - Gals.	34,473	36,262	35,211	40,261	38,436	11,737	12,749	11,936	13,436	11,869
Belgium - - - - - - „	5,850	3,367	3,245	4,160	3,426	1,466	644	593	745	609
Holland - - - - - - „	23,514	27,886	29,473	27,072	21,857	4,950	5,733	5,866	5,745	4,154
Straits Settlements - - - „	4,421	7,831	6,077	5,534	3,133	791	1,311	1,011	926	620
Other Countries - - - - „	3,188	3,538	2,105	2,061	1,723	585	747	516	421	340
„	71,446	78,884	76,111	79,088	68,575	19,529	21,184	19,922	21,273	17,592
Liqueurs:										
United Kingdom - - - - Gals.	7,335	6,849	6,058	6,425	3,987	7,013	6,586	5,419	6,132	4,245
France - - - - - - - „	2,943	3,744	4,000	4,531	4,250	2,647	3,255	4,023	3,854	3,688
Germany - - - - - - „	3,039	2,820	3,426	3,883	3,307	1,645	1,634	1,768	2,153	1,680
Other Countries - - - - „	1,271	1,101	985	867	718	977	855	732	790	651
„	14,588	14,514	14,469	15,706	12,262	12,282	12,330	11,942	12,929	10,264
Rum:										
United Kingdom - - - - Gals.	8,564	11,498	11,370	11,845	10,710	2,854	3,829	4,058	3,709	3,272
Straits Settlements - - - „	30,884	46,571	48,941	45,868	22,848	2,269	3,204	3,256	3,267	1,530
Other Countries - - - - „	4,238	6,983	6,779	17,012	33,021	735	917	1,172	1,745	2,481
„	43,686	65,052	67,090	74,725	66,579	5,858	7,950	8,486	8,721	7,283
Whisky:										
United Kingdom - - - - Gals.	572,099	572,218	563,317	634,398	579,620	261,174	255,144	249,502	279,769	248,226
Germany - - - - - - „	31,850	28,668	21,614	13,112	10,832	10,524	9,283	6,449	3,189	2,628
Other Countries - - - - „	2,088	1,904	1,619	1,885	2,062	1,289	1,160	1,122	824	1,067
„	606,037	602,790	586,550	649,395	592,514	272,987	265,587	257,073	283,782	251,921
Spirit used in Drugs, Medicines or Chemicals:										
United Kingdom - - - - Gals.	54,835	55,272	63,220	64,461	64,998	65,729	67,707	74,113	72,463	75,296
Belgium - - - - - - „	170	269	287	1,479	2,602	184	242	478	2,702	3,277
France - - - - - - - „	1,955	2,176	2,939	2,613	1,644	3,176	3,137	5,389	4,691	3,852
Germany - - - - - - „	2,968	3,242	2,737	2,686	4,828	1,312	1,775	1,788	2,053	1,788
United States - - - - - „	4,961	5,570	7,622	9,010	10,434	8,277	11,319	14,238	17,751	18,957
Other Countries - - - - „	4,608	3,667	1,643	1,658	2,385	2,169	1,932	1,588	1,507	1,757
„	69,497	70,196	78,448	81,907	86,891	80,847	86,113	97,594	101,167	104,927
Spirit, Perfumed:										
United Kingdom - - - - Gals.	9,103	11,259	10,582	10,460	8,473	24,753	30,867	26,439	27,450	25,831
Belgium - - - - - - „	2,581	2,863	3,317	5,308	3,953	3,551	3,428	4,308	7,542	6,007
France - - - - - - - „	1,118	2,717	2,238	2,140	810	2,946	4,787	4,442	3,351	1,605
Germany - - - - - - „	4,622	5,921	7,285	5,090	2,267	6,271	8,593	10,190	6,495	4,151
United States - - - - - „	381	521	355	494	348	2,678	3,196	2,571	3,373	2,515
Other Countries - - - - „	335	1,534	727	588	500	1,755	2,385	2,150	1,313	1,442
„	18,140	24,815	24,504	24,080	16,351	41,954	53,256	50,100	49,524	41,551

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*										
Liquors—*cont.*										
Spirit—*cont.*										
Spirit, Methylated:						£	£	£	£	£
Austria-Hungary - - - - Gals.	19,721	6,497	20,936	29,058	29,472	2,036	648	3,003	3,994	4,217
Germany - - - - - - „	57,091	32,761	21,033	32,984	70,088	6,274	3,754	2,690	3,543	7,542
Straits Settlements - - - „	9,226	114	14,132	33,746	28,024	926	12	969	2,404	1,707
Other Countries - - - - „	5,314	1,194	8,979	34,267	53,785	601	238	726	2,582	4,734
„	91,352	40,566	65,080	130,055	181,369	9,837	4,652	7,388	12,523	18,200
Other Sorts - - - - - Gals.	144,844	150,582	161,497	159,413	130,863	20,295	23,816	27,808	25,012	22,900
Total of Spirit:										
United Kingdom - - - - Gals.	755,304	774,530	761,452	827,511	766,686	420,645	431,516	413,869	442,568	398,036
Austria-Hungary - - - - „	26,376	17,231	32,663	40,235	35,206	4,159	2,831	5,643	6,566	6,953
Belgium - - - - - - „	11,810	9,490	11,526	15,611	13,600	6,396	5,274	6,943	12,619	11,088
France - - - - - - „	203,490	219,632	250,901	280,702	256,472	122,613	132,297	152,387	169,766	159,241
Germany - - - - - - „	220,248	201,971	179,604	197,912	193,575	42,597	42,704	40,789	36,582	31,681
Holland - - - - - - „	32,764	39,195	40,443	40,113	32,977	6,847	8,475	8,038	7,926	5,941
United States - - - - „	5,794	6,641	8,754	9,939	11,631	11,263	14,887	17,335	21,430	21,976
Ceylon - - - - - - „	64,443	72,803	76,492	69,600	58,665	11,686	14,528	15,600	13,743	12,267
Straits Settlements - - - „	56,146	56,821	71,226	89,741	56,218	6,105	5,144	6,258	8,904	4,465
Other Countries - - - „	4,578	11,517	11,146	49,128	64,331	2,281	3,349	3,757	5,129	6,319
„	1,380,953	1,409,831	1,444,207	1,620,492	1,489,361	634,592	661,005	670,619	725,233	657,967
Wines:										
Champagne:										
United Kingdom - - - Gals.	23,493	17,565	13,374	17,372	13,292	43,838	32,349	23,743	31,724	23,385
Belgium - - - - - „	7,405	5,720	5,912	10,072	7,819	14,349	11,151	11,411	20,004	15,447
France - - - - - - „	4,893	5,724	9,336	7,219	6,638	8,466	9,877	16,827	12,447	11,082
Other Countries - - - „	358	318	215	205	467	522	433	287	237	607
„	36,149	29,327	28,837	34,868	28,216	67,175	53,810	52,268	64,412	50,521
Claret:										
United Kingdom - - - Gals.	18,774	14,736	13,000	10,905	8,084	7,649	5,310	4,079	3,186	2,523
France - - - - - - „	29,792	32,910	24,317	28,735	27,353	9,005	9,138	6,978	8,404	6,975
Other Countries - - - „	12,518	14,124	11,188	7,775	8,576	2,797	2,502	2,220	2,007	1,588
„	61,084	61,770	48,505	47,415	44,013	19,451	16,950	13,277	13,597	11,086
Port:										
United Kingdom - - - Gals.	79,577	74,767	75,995	79,977	77,080	47,088	44,357	44,785	47,978	45,330
Gibraltar - - - - - „	2,598	2,061	2,000	2,228	2,556	1,694	1,457	1,269	1,548	1,861
Germany - - - - - „	3,140	4,310	6,520	7,674	7,544	723	953	1,525	1,724	1,554
Other Countries - - - „	3,957	5,226	6,856	5,925	8,430	1,290	1,950	2,613	2,151	3,223
„	89,272	86,364	91,371	95,804	95,610	50,795	48,717	50,192	53,396	51,968
Sherry:										
United Kingdom - - - Gals.	21,666	20,501	18,427	20,218	18,023	11,044	10,321	9,343	10,600	9,595
Other Countries - - - „	3,933	4,328	5,340	4,627	4,173	1,601	1,431	1,822	1,554	1,605
„	25,599	24,829	23,767	24,845	22,196	12,645	11,752	11,165	12,154	11,200
Other Sorts - - - - „	121,747	130,733	126,729	138,737	139,307	50,064	51,967	47,697	54,797	51,213
Total of Wines:										
United Kingdom - - - - Gals.	183,604	166,584	156,649	171,028	150,899	131,119	113,021	98,542	113,872	97,369
Belgium - - - - - - „	11,104	9,320	9,740	13,977	11,672	16,214	13,182	13,425	22,693	17,686
France - - - - - - „	83,385	89,947	88,073	93,575	99,587	34,654	37,390	43,401	41,887	40,313
Germany - - - - - - „	6,965	7,740	9,862	11,293	11,782	2,480	2,322	2,699	3,179	3,199
Holland - - - - - - „	2,763	2,774	3,952	4,971	3,837	1,950	1,938	2,459	3,378	2,755
Italy - - - - - - - „	13,527	16,004	16,178	15,384	15,982	3,956	3,889	4,527	4,075	4,105
Portugal - - - - - - „	4,981	8,043	6,338	5,108	8,334	1,234	2,370	1,775	1,354	2,825
Gibraltar - - - - - „	5,481	3,442	3,146	3,245	3,627	2,807	2,241	1,910	2,085	2,508
Australia - - - - - - „	4,598	7,021	7,369	5,569	9,103	1,238	1,698	1,865	1,354	2,075
Other Countries - - - - „	17,443	22,148	17,302	17,519	14,019	4,478	5,145	3,938	4,479	3,153
„	333,851	333,023	319,209	341,669	329,342	200,130	183,196	174,599	198,356	175,988
Total of Liquors - „	5,541,610	5,810,577	6,376,965	6,973,518	6,745,216	1,180,420	1,218,210	1,249,316	1,345,208	1,237,844

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*										
Provisions:										
						£	£	£	£	£
Bacon and Hams:										
United Kingdom - - - - Lb.	1,199,508	1,233,845	1,354,002	1,575,838	1,465,984	53,072	52,651	53,270	61,760	62,671
Other Countries - - - - „	32,426	33,879	19,472	25,060	21,745	1,370	1,764	709	916	843
„	1,231,934	1,267,724	1,373,474	1,600,898	1,487,729	54,442	54,415	53,979	62,676	63,514
Biscuits of all Kinds:*										
United Kingdom - - - - Lb.	1,541,857	3,857,090	3,832,053	4,314,021	4,731,443	42,025	104,512	105,940	122,321	136,173
Germany - - - - - „	54,664	670,078	213,461	531,256	521 578	906	10,713	3,660	8,960	8,607
Australia - - - - - „	61,151	181,958	146,134	255,012	258,086	1,105	2,849	2,117	4,987	4,486
Other Countries - - - - „	32,715	77,797	73,530	105,082	109,692	898	2,244	1,625	2,340	2,625
„	1,690,387	4,786,923	4,265,178	5,205,371	5,620,799	44,934	120,318	113,342	138,608	151,891
Butter:										
United Kingdom - - - - Lb.	215,170	233,338	157,844	107,671	81,010	16,655	18,296	11,846	7,892	5,928
Germany - - - - - „	8,403	3,041	62,843	122,959	126,894	699	228	4,739	9,444	9,552
Australia - - - - - „	39,039	28,952	28,969	27,682	27,206	2,568	1,798	1,352	1,622	1,590
Other Countries - - - - „	16,571	11,781	19,740	24,426	9,467	1,149	780	1,096	1,876	706
„	279,183	277,112	264,396	282,738	244,577	21,071	21,102	19,033	20,834	17,776
Canned and Bottled Provisions:†										
United Kingdom - - - - Cwt.	—	—	—	26,270	41,397	—	—	—	90,397	126,974
France - - - - - - „	—	—	—	2,021	1,021	—	—	—	6,002	4,326
Germany - - - - - „	—	—	—	3,343	4,120	—	—	—	7,796	8,307
United States - - - - „	—	—	—	2,081	1,631	—	—	—	5,109	4,336
China, Hong Kong - - - „	—	—	—	1,481	1,539	—	—	—	2,910	3,497
Australia - - - - - „	—	—	—	1,070	1,146	—	—	—	2,382	2,742
Other Countries - - - - „	—	—	—	4,045	8,670	—	—	—	7,835	16,243
„	—	—	—	40,311	59,524	—	—	—	122,431	166,425
Cheese:										
United Kingdom - - - - Lb.	746,077	614,704	646,141	652,747	674,973	27,890	23,444	24,001	24,922	26,197
Belgium - - - - - „	48,242	41,027	76,423	75,785	87,843	1,693	1,460	2,718	2,686	3,099
Holland - - - - - „	248,566	250,051	413,396	484,573	462,324	8,713	8,188	12,992	15,162	15,626
Other Countries - - - - „	80,375	60,710	92,747	50,658	49,971	2,942	2,619	2,241	1,997	2,044
„	1,123,260	966,492	1,228,707	1,263,763	1,275,111	41,238	35,611	41,952	44,767	46 966
Farinaceous Foods:†										
United Kingdom - - - - Cwt.	—	—	—	13,215	17,200	—	—	—	44,838	56,585
Belgium - - - - - - „	—	—	—	385	301	—	—	—	1,945	1,384
United States - - - - „	—	—	—	1,269	1,600	—	—	—	2,191	2,829
China, Hong Kong - - - „	—	—	—	7,261	7,193	—	—	—	8,627	6,323
„ Treaty Ports - - - „	—	—	—	1,715	1,643	—	—	—	1,464	1,363
Straits Settlements - - - „	—	—	—	54,228	146,086	—	—	—	35,285	103,047
Other Countries - - - - „	—	—	—	2,742	7,120	—	—	—	2,275	4,243
„	—	—	—	80,815	181,238	—	—	—	96,625	175,774
Fish, Dry Unsalted:										
Arabia - - - - - - Lb.	1,453,382	3,204,097	1,302,256	2,661,870	2,031,666	2,882	5,719	2,277	4,530	3,673
Persia - - - - - - - „	581,087	701,600	793,976	792,852	827,085	1,130	1,353	1,335	1,610	2,014
Straits Settlements - - - „	682,101	618,737	547,867	408,765	691,403	6,776	8,133	5,132	4,260	8,705
Other Countries - - - - „	247,113	217,933	235,041	329,176	339,139	1,168	1,365	1,460	2,560	2,904
„	2,963,683	4,742,367	2,879,140	4,192,663	3,889,293	11,956	16,570	10,704	12,960	17,296
Fish, Dry Salted:										
Arabia - - - - - - Lb.	950,743	1,380,586	1,597,613	1,496,916	1,076,327	4,274	5,856	6,752	6,116	4,675
Mekran and Sonmiani - - - „	1,838,435	1,544,683	1,278,456	1,561,735	1,904,116	6,979	6,538	4,483	6,545	8,154
Persia - - - - - - - „	368,757	215,956	325,409	405,555	353,332	1,397	957	1,377	1,829	1,442
Straits Settlements - - - „	11,807,989	8,311,591	13,065,092	14,235,968	11,013,843	118,225	88,539	122,680	160,992	111,942
Other Countries - - - - „	123,634	84,525	73,355	338,687	57,337	584	467	571	1,585	324
„	15,089,558	11,837,341	16,339,925	18,088,861	14,404,955	131,459	102,358	135,863	177,067	126,537
Fish, Wet Salted (*ngapi*):										
Straits Settlements - - - Lb.	15,893,571	10,684,867	11,203,789	10,903,845	8,696,470	40,218	29,200	30,646	29,070	25,733
Other Countries - - - - „	2,837	3,401	606	0	14,551	8	9	2	0	57
„	15,896,408	10,688,268	11,204,395	10,903,845	8,711,021	40,226	29,209	30,648	29,070	25,790
Fishmaws and Sharkfins:										
Aden - - - - - - - Lb.	348,684	300,587	411,432	399,336	447,216	7,380	7,064	8,808	8,121	8,757
Arabia - - - - - - - „	767,057	877,779	563,308	690,221	473,818	16,238	19,051	12,699	18,112	12,076
Mekran and Sonmiani - - - „	157,734	203,270	104,566	89,192	95,395	6,565	7,889	5,260	3,041	3,884
Persia - - - - - - - „	172,562	154,476	224,476	168,252	144,375	4,225	3,979	6,138	4,650	3,848
Other Countries - - - - „	54,420	52,580	26,544	41,364	54,563	1,640	1,180	775	1,102	3,733
„	1,500,457	1,588,692	1,330,326	1,388,365	1,215,972	36,548	39,163	33,680	35,026	32,298
Fruits and Vegetables, Dried, &c.:										
Almonds:†										
France - - - - - Cwt.	—	—	—	49,755	21,894	—	—	—	64,666	36,415
Italy - - - - - - „	—	—	—	6,568	2,472	—	—	—	15,954	2,931
Persia - - - - - - „	—	—	—	20,895	23,829	—	—	—	33,699	49,887
Other Countries - - - „	—	—	—	2,677	2,297	—	—	—	4,541	4,667
„	—	—	—	79,895	50,492	—	—	—	118,860	93,900
Dates:										
Arabia - - - - - Cwt.	191,718	174,907	189,350	141,615	238,101	71,311	72,367	81,574	70,057	121,200
Mekran and Sonmiani - - „	5,028	5,420	8,554	4,718	5,873	1,372	1,472	2,273	1,281	1,478
Persia - - - - - „	127,085	71,850	100,191	83,117	73,863	41,049	22,471	32,808	27,479	27,026
Turkey in Asia - - - „	336,738	472,081	513,879	637,358	479,200	95,589	145,296	156,200	200,198	165,683
Other Countries - - - „	2,821	745	310	421	17,744	277	233	114	166	7,110
„	663,390	725,003	812,284	867,229	814,781	209,598	241,839	273,069	299,181	322,497
Other Fruits, &c. - - - „	91,924	128,503	117,821	52,728	60,771	99,724	161,684	150,861	47,917	59,231
„	755,314	853,506	930,105	999,852	926,044	309,322	403,523	423,930	465,958	475,628

* From October, 1902.
† „ April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.:*											
Provisions—*continued:*							£	£	£	£	£
Ghi:											
British East Africa	Lb.	0	0	0	41,819	111,738	0	0	0	1,187	3,247
Mekran and Sonmiani	„	1,309	25,770	100,697	351,485	268,719	39	699	2,904	9,997	7,641
Other Countries	„	20,061	102,098	34,969	26,094	112,036	529	2,683	829	781	3,369
	„	21,370	127,868	135,666	419,398	492,493	568	3,382	3,733	11,965	14,257
Jams and Jellies: *											
United Kingdom	Lb.	604,106	1,065,608	1,345,999	1,455,198	1,607,657	12,003	21,978	27,463	31,194	33,249
Other Countries	„	22,051	48,817	57,180	69,957	40,484	452	890	1,023	1,273	830
	„	626,157	1,114,425	1,403,179	1,525,155	1,648,141	12,455	22,868	28,486	32,467	34,079
Milk, Condensed and Preserved: *											
United Kingdom	Lb.	661,142	2,213,118	2,579,427	3,449,300	4,217,194	12,432	42,799	49,396	63,863	84,035
Belgium	„	37,398	83,759	136,279	1,254,208	941,902	643	1,082	2,197	24,737	19,342
France	„	51,926	312,903	219,327	87,236	134,810	958	6,155	4,310	1,666	2,996
Germany	„	185,925	299,306	314,181	314,590	432,703	2,515	3,902	3,860	3,812	5,525
Holland	„	63,160	223,710	181,343	126,010	282,727	792	2,648	2,100	1,523	3,342
Italy	„	473,864	978,326	1,243,335	703,301	12,438	9,680	18,567	23,767	14,231	247
Other Countries	„	11,739	25,944	112,494	88,180	174,718	197	459	1,880	1,287	2,403
	„	1,490,154	4,137,066	4,786,386	6,022,825	6,196,492	27,217	75,612	87,510	111,119	117,890
Pickles, Vinegar, Sauces and Condiments: †											
United Kingdom	Cwt.	—	—	—	13,056	14,454	—	—	—	26,677	30,589
Other Countries	„	—	—	—	1,822	1,846	—	—	—	900	1,213
	„	—	—	—	14,878	16,300	—	—	—	27,577	31,802
Other sorts of Provisions		—	—	—	—	—	495,931	427,389	461,006	201,262	117,637
Total of Provisions		—	—	—	—	—	1,227,367	1,351,520	1,443,866	1,590,412	1,615,560
Salt:											
United Kingdom	Tons	211,138	229,127	247,836	201,530	220,917	206,241	219,270	239,002	190,483	210,635
Germany	„	56,538	81,393	77,225	48,162	63,900	66,842	80,477	85,626	48,781	64,351
Spain	„	0	0	5,000	27,686	60,068	0	0	4,537	26,001	56,435
Egypt	„	36,490	30,888	29,130	17,561	20,692	33,075	28,029	26,437	15,703	19,655
Aden	„	57,097	54,083	60,745	95,677	59,718	52,518	49,894	57,510	89,156	54,828
Arabia	„	52,801	48,495	64,350	72,239	35,158	47,536	43,915	58,176	65,559	31,905
Persia	„	9,206	2,559	2,685	1,666	1,879	8,059	2,976	2,873	2,396	2,229
Turkey in Asia	„	0	0	0	0	5,600	0	0	0	0	5,081
Other Countries	„	18	14	9	10	17	65	50	38	46	40
	„	423,288	446,559	486,980	464,631	467,949	414,336	424,611	474,199	438,125	445,159
Spices:											
United Kingdom	Lb.	1,894	799	41,198	1,763	32,901	22	26	1,211	35	381
Germany	„	724,211	495,847	427,343	1,100,068	798,851	2,435	1,882	1,996	3,290	4,656
British East Africa	„	6,857,013	6,269,783	6,372,962	7,375,041	4,598,885	99,113	108,358	126,731	144,127	105,432
Ceylon	„	10,094,995	13,623,040	15,392,926	14,410,622	18,531,185	93,777	113,762	129,117	120,907	168,937
China, Hong-Kong	„	871,826	1,251,607	722,201	750,330	410,962	7,682	11,969	3,437	4,099	4,558
Japan	„	212,470	1,431,015	908,016	936,430	926,783	2,564	15,078	6,741	7,832	10,207
Straits Settlements	„	78,621,519	73,405,848	90,863,035	92,380,894	102,683,716	353,171	295,667	417,357	453,112	664,499
Other Countries	„	337,405	69,086	119,641	79,262	173,107	6,438	1,269	1,647	324	857
	„	97,721,333	96,547,025	114,847,322	117,034,410	128,156,390	565,202	548,011	688,237	733,726	959,527
Sugar:											
Sugar, Refined or Crystallised:											
United Kingdom	Cwt.	314,777	637,277	121,339	284,040	176,529	201,466	420,338	79,942	189,765	107,581
Austria-Hungary	„	888,018	299,259	1,441,240	2,340,717	1,617,160	561,783	188,804	1,036,405	1,483,308	954,380
Belgium	„	186,543	99,047	3,731	114,324	112,898	120,807	70,180	2,735	68,571	66,739
France	„	59	20	39,502	86,312	3,492	15	110	32,944	53,186	2,107
Germany	„	145,666	7,205	176,488	712,440	2,001,316	93,618	4,866	119,178	431,023	1,154,265
Holland	„	79,127	82,139	3,297	892	400	51,790	57,559	2,147	618	273
Egypt	„	98,575	373,974	329,351	132,786	56	65,286	258,002	263,135	104,691	52
Mauritius	„	1,915,664	2,616,655	1,796,603	1,976,521	2,269,595	1,264,882	1,692,617	1,250,130	1,302,465	1,318,388
Réunion	„	0	0	20,974	35,183	109,090	0	0	15,406	22,809	57,600
China, Hong-Kong	„	568,452	348,898	284,912	130,275	51,079	379,820	228,418	208,482	106,292	36,945
Java	„	573,666	1,126,135	2,003,349	1,399,025	2,840,258	314,098	684,887	1,273,400	953,638	1,491,341
Straits Settlements	„	207,810	229,993	210,411	146,267	38,938	120,753	139,730	138,662	93,357	21,402
Other Countries	„	8,494	7,899	2,396	8,322	1,687	5,390	4,833	1,490	5,291	1,210
	„	4,986,851	5,828,501	6,433,593	7,367,104	9,222,493	3,179,708	3,750,344	4,424,056	4,815,064	5,212,283
Sugar, Molasses:											
Mauritius	Cwt.	450,518	266,462	347,998	294,382	487,204	60,299	36,120	48,160	50,114	97,744
Java	„	0	0	7,042	243,266	830,871	0	0	1,192	41,658	156,969
Other Countries	„	362	315	992	1,427	3,963	149	137	369	250	828
	„	450,880	266,777	356,032	539,075	1,322,038	60,448	36,257	49,721	92,022	255,541
Sugar, Unrefined:											
Mauritius	Cwt.	0	0	27,072	36,491	40,428	0	0	12,300	15,040	16,711
Java	„	0	209,413	58,159	286,978	464,108	0	97,802	37,070	167,798	224,548
Other Countries	„	344	201	973	5,618	3,648	175	81	473	2,240	1,677
	„	344	209,614	116,204	329,087	508,184	175	97,883	49,843	185,078	242,936
Confectionery:											
United Kingdom	Cwt.	23,848	28,467	30,467	34,645	50,428	60,693	69,388	74,665	86,014	109,850
Other Countries	„	273	484	521	1,218	887	2,249	3,311	3,536	4,835	4,798
	„	24,121	28,951	30,988	35,863	51,315	62,942	72,699	78,201	90,849	114,648
Total of Sugar	„	5,462,196	6,333,843	6,936,817	8,271,129	11,104,035	3,303,273	3,957,183	4,601,821	5,183,013	5,825,408

* From October, 1902.
† „ April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*						£	£	£	£	£
Tea:										
United Kingdom - - - - - Lb.	33,617	32,539	33,617	29,587	18,752	1,315	1,356	1,462	1,304	868
Ceylon - - - - - - - „	780,078	433,365	1,612,608	1,741,838	812,869	20,808	12,002	40,461	42,791	20,815
China, Hong-Kong - - - - „	93,411	204,585	102,829	72,132	36,387	3,565	7,234	3,356	2,876	1,457
„ Treaty Ports - - - - „	2,111,442	2,141,847	1,229,703	1,306,935	1,023,096	84,745	90,869	58,918	55,295	56,661
Java - - - - - - - - „	267,623	305,400	199,225	151,881	322,606	14,273	14,380	8,550	7,707	15,283
Straits Settlements - - - - „	491,246	542,301	532,986	491,231	457,449	11,696	12,631	13,066	12,135	12,375
Other Countries - - - - - „	70,940	12,796	23,611	5,668	7,716	918	410	588	221	200
„	3,848,357	3,672,833	3,734,579	3,799,272	2,683,875	137,320	138,882	126,401	122,329	107,659
Other Articles - - - - - Cwt.	160	541	637	547	779	20	53	75	67	98
Total, Articles of Food and Drink	—	—	—	—	—	7,004,171	7,796,483	8,724,321	9,724,037	10,476,852
III.—METALS AND MANUFACTURES OF:										
Metals:										
Brass (mainly wrought):										
United Kingdom - - - - Cwt.	5,788	5,141	5,401	5,626	5,762	22,002	20,234	19,625	24,492	27,277
Austria-Hungary - - - „	448	394	596	448	464	4,382	3,127	4,762	3,645	3,845
Belgium - - - - - - „	1,008	1,094	1,069	796	980	3,802	4,037	4,040	3,269	4,575
Germany - - - - - - „	913	523	603	602	596	5,725	3,114	3,776	4,653	4,055
Italy - - - - - - - „	2,026	2,670	997	1,219	812	6,903	9,245	3,410	4,889	3,713
Other Countries - - - - „	1,461	1,275	1,144	2,092	2,524	4,128	3,578	2,799	5,337	6,968
„	11,644	11,097	9,810	10,783	11,138	46,942	43,335	38,412	46,285	50,433
Copper:										
Old, for remanufacture - - Cwt.	1,156	951	1,723	1,561	1,382	3,021	2,517	4,426	4,563	4,885
Unwrought:										
Tiles, Ingots, Cakes and Bricks:										
United Kingdom - - Cwt.	12,614	17,366	19,763	2,400	8,906	41,594	57,620	62,677	8,975	42,252
United States - - - „	0	0	4,450	0	0	0	0	13,796	0	0
Ceylon - - - - - „	15,509	21,143	4,022	1	0	62,036	80,941	15,414	4	0
China, Hong-Kong - „	42,024	23,040	5,742	1,000	500	120,244	65,559	18,442	3,845	2,450
Japan - - - - - „	7,438	20,446	5,223	1,057	3,227	20,920	63,505	17,069	4,093	15,163
Straits Settlements - „	569	4,509	242	106	0	1,684	14,635	815	437	0
Australia - - - - „	10,001	14,459	29,440	15,520	1	40,004	55,080	112,080	56,915	2
Other Countries - - „	86	126	54	77	27	291	388	200	254	101
„	88,241	101,089	68,936	20,161	12,661	286,773	337,728	240,493	74,523	59,968
Other Sorts:										
China, Hong-Kong - Cwt.	3,811	0	1,500	500	0	10,591	0	4,500	1,925	0
Japan - - - - - „	0	4,765	0	2,000	500	0	13,829	0	7,984	2,302
Other Countries - - „	92	170	5	0	0	339	519	15	0	0
„	3,903	4,935	1,505	2,500	500	10,930	14,348	4,515	9,909	2,302
Wrought:										
Braziers and Sheets:*										
United Kingdom - - Cwt.	—	—	—	60,282	32,318	—	—	—	242,140	160,417
Belgium - - - - - „	—	—	—	4,541	4,562	—	—	—	18,219	23,681
Other Countries - - „	—	—	—	44	110	—	—	—	202	538
„	—	—	—	64,867	36,990	—	—	—	260,561	184,636
Lametta:										
United Kingdom - - Cwt.	95	121	75	4	1	1,114	1,494	915	48	14
Austria-Hungary - - „	1,956	1,758	2,016	1,213	611	22,765	19,706	22,475	13,599	6,975
France - - - - - „	1,188	1,347	1,449	978	1,233	14,020	15,130	13,690	10,222	14,111
Germany - - - - „	8	1	253	238	619	94	11	3,023	2,776	7,241
Other Countries - - „	169	43	2	41	58	2,168	524	28	443	654
„	3,416	3,270	3,795	2,474	2,522	40,161	36,865	40,131	27,088	28,995
Mixed or Yellow Metal for Sheathing:										
United Kingdom - - Cwt.	188,114	177,445	214,822	114,655	76,660	559,187	533,193	640,373	346,691	306,331
Belgium - - - - - „	1,310	1,605	2,157	1,402	85	3,837	4,695	6,443	4,208	388
Germany - - - - „	4,948	12,177	21,043	44,977	60,815	14,313	35,761	61,361	142,306	232,213
Italy - - - - - „	951	954	1,403	387	732	3,079	3,161	4,586	1,387	2,795
Other Countries - - „	341	517	759	374	81	655	1,240	1,417	993	300
„	195,672	192,698	240,184	161,795	138,373	581,071	578,050	714,180	495,585	542,027

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*											
Metals—*cont.*											
Copper—*cont.*											
Wrought—*cont.*											
Other Manufactures:							£	£	£	£	£
United Kingdom	Cwt.	85,471	98,661	79,368	13,791	16,502	311,007	355,525	282,284	58,725	83,880
Austria-Hungary	,,	278	344	406	290	265	3,942	4,342	5,040	3,894	3,730
Belgium	,,	12,451	17,081	17,952	1,386	1,211	45,066	61,981	64,341	6,179	6,443
France	,,	504	311	302	423	305	7,620	3,934	3,623	5,171	4,050
Germany	,,	4,069	12,885	12,483	232	350	15,196	46,820	44,611	1,523	3,415
United States	,,	20	0	18	1,645	209	94	0	100	6,671	978
Other Countries	,,	669	866	561	392	689	3,407	3,742	2,224	2,103	3,461
	,,	103,462	130,148	111,090	18,159	19,531	386,332	476,344	402,223	84,266	105,957
TOTAL, Copper	,,	395,850	433,091	427,233	271,517	211,959	1,308,288	1,445,852	1,405,968	956,495	928,770
German Silver:											
United Kingdom	Cwt.	8,262	10,626	10,937	11,934	9,162	45,591	52,499	54,951	50,890	51,149
Austria-Hungary	,,	8,605	4,246	7,166	5,802	5,592	55,181	25,216	43,840	34,544	37,188
Belgium	,,	415	640	719	384	1,231	2,517	3,886	4,561	2,066	8,252
France	,,	128	68	4	24	25	1,788	919	46	293	329
Germany	,,	5,712	2,802	1,840	3,363	3,732	35,455	17,090	11,587	19,813	23,036
Italy	,,	10	0	2,068	20	11	173	0	12,848	232	68
Other Countries	,,	0	5	1	0	0	0	36	9	0	0
	,,	23,132	18,387	22,735	21,527	19,753	140,705	99,646	127,842	107,838	120,022
Iron:											
Old, for remanufacture	Cwt.	15,301	22,036	14,333	14,866	17,935	2,248	3,039	1,888	1,801	2,574
Cast (pig):											
United Kingdom	Cwt.	350,014	500,072	447,684	628,039	667,269	67,057	85,954	76,023	106,150	122,872
Aden	,,	101,580	28,880	23,800	7,580	0	21,649	5,796	4,760	1,516	0
Other Countries	,,	8,980	3,001	303	544	16	1,796	576	87	198	6
	,,	460,574	531,953	471,787	636,163	667,285	90,502	92,326	80,870	107,864	122,878
Wrought:											
Anchors, Cables and Kentledge:											
United Kingdom	Cwt.	16,405	26,014	27,658	30,588	27,762	14,534	25,609	24,217	27,270	23,841
Other Countries	,,	357	10	52	104	147	171	11	34	61	84
	,,	16,762	26,024	27,710	30,692	27,909	14,705	25,620	24,251	27,331	23,925
Angle, Bolt and Rod:											
United Kingdom	Cwt.	38,564	32,641	16,854	17,496	19,460	18,164	13,758	6,902	6,636	9,187
Belgium	,,	113,779	106,603	91,065	74,177	35,655	42,360	37,513	30,429	24,648	12,634
Germany	,,	8,621	13,615	20,630	21,489	3,820	4,099	6,730	9,443	10,275	1,998
Sweden	,,	1,023	7,261	2,047	1,981	11,464	546	3,769	1,109	1,031	6,204
Other Countries	,,	8	2,293	222	518	418	22	758	192	207	179
	,,	164,995	162,413	130,818	115,661	70,817	65,191	62,528	48,075	42,797	30,202
Bar:											
United Kingdom	Cwt.	161,291	182,582	173,360	214,265	175,249	70,426	77,799	70,649	79,762	75,439
Belgium	,,	496,103	408,175	441,638	492,122	368,936	167,126	131,292	136,345	148,153	127,287
Germany	,,	32,304	37,995	25,884	60,566	23,932	15,869	17,920	12,247	30,730	12,253
Sweden	,,	13,100	21,514	17,183	13,894	37,563	7,066	11,228	8,827	7,159	19,268
Other Countries	,,	63	143	47	513	924	25	45	27	130	353
	,,	702,861	650,409	658,612	781,360	606,604	260,512	238,284	228,095	265,934	234,600
Beams, Pillars, Girders and Bridgework:											
United Kingdom	Cwt.	62,577	84,760	116,180	124,589	198,352	41,100	51,033	60,480	63,488	129,748
Belgium	,,	701	3,257	19,014	24,111	6,041	216	1,337	7,133	8,534	2,351
Other Countries	,,	232	1,270	89	817	1,850	159	1,604	81	540	1,122
	,,	63,510	89,287	135,283	149,517	206,243	41,475	53,974	67,694	72,562	133,221
Bolts and Nuts:*											
United Kingdom	Cwt.	—	—	—	36,537	50,431	—	—	—	39,055	55,304
Belgium	,,	—	—	—	17,360	28,439	—	—	—	12,836	21,407
Other Countries	,,	—	—	—	184	121	—	—	—	181	131
	,,	—	—	—	54,081	78,991	—	—	—	52,072	76,842
Hoop:											
United Kingdom	Cwt.	47,935	49,730	35,081	49,784	40,953	20,045	20,521	14,085	19,403	18,179
Belgium	,,	29,512	22,582	20,569	26,742	16,171	13,152	10,448	9,035	11,384	7,054
Germany	,,	1,315	159	494	10,946	5,124	589	84	193	4,239	1,947
Other Countries	,,	53	42	10	36	113	22	31	5	25	64
	,,	78,815	72,513	56,154	87,508	62,361	33,808	31,084	23,318	35,051	27,244

* From April 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF —*cont.*										
Metals—*cont.*										
Iron—*cont.*										
Wrought—*cont.*										
Nails, Screws, Rivets, and Washers:						£	£	£	£	£
United Kingdom - - Cwt.	59,220	56,505	72,904	66,578	66,947	57,165	55,250	69,353	61,600	71,812
Austria-Hungary - - „	28,953	41,988	32,901	30,395	27,797	16,657	24,129	18,647	16,883	16,103
Belgium - - - - „	63,053	76,060	78 404	96,621	88,492	36,876	44,760	43,704	56,298	56,349
Germany - - - - „	28,844	68,668	34,329	36,482	42,058	18,784	41,017	21,590	23,656	26,115
Holland - - - - „	95	226	4,194	5,216	6,307	49	140	2,213	2,922	3,304
Norway - - - - „	20,395	26,014	21,928	45,244	37,378	12,883	14.555	11,973	21,364	18,801
Sweden - - - - „	4,260	8,715	2,177	2,690	2,432	2,859	5,673	2,458	3,073	2,786
United States - - - „	3,604	5,283	9,598	12,470	11,102	2,035	2,871	5,365	6,853	6,051
Other Countries - - „	142	325	158	138	174	229	228	150	98	178
„	208,566	283,784	256,593	295,834	282,687	147,537	188,623	175,453	193,247	201,499
Pipes and Tubes:										
United Kingdom - - Cwt.	373,959	749,699	540,622	466,750	583,019	188,539	331,494	238,783	220,344	281,621
Belgium - - - „	13,627	19,271	6,594	9,995	37,595	9,532	12,328	4,665	6,868	25,265
United States - - „	26,191	49,802	81,560	37,137	46,780	30,778	39,295	63,836	27,203	33 549
Other Countries - - „	979	3,011	865	178	1,145	693	2,290	641	242	717
„	414,756	821,783	629,641	514,060	668,539	229,542	385.407	307,925	254,657	341,152
Rice Bowls:										
United Kingdom - - Cwt.	82,646	91,900	99,693	97,102	101,568	52,360	59,708	64,010	58,168	58,853
Other Countries - - „	3,004	2,767	1,399	1,805	1,471	1,573	1,659	754	1,140	968
„	85,650	94,667	101,092	98,907	103,039	53,933	61,367	64,764	59,308	59,821
Sheets and Plates, Galvanised:										
United Kingdom - - Cwt.	1,156,173	1,233,056	1,944,037	1,339,063	1,865,611	700,025	714,791	1,051,055	782,756	1,243,971
Belgium - - - „	5,842	7,103	8,886	5,757	9,763	3,387	3,935	4,484	3,235	6,152
Other Countries - - „	93	3,029	106	323	5,454	125	1,819	57	211	3,645
„	1,162,108	1,243.188	1,953,029	1,345,143	1,880,828	703,537	720,545	1,055,596	786,202	1,253,768
Sheets and Plates, Tinned:										
United Kingdom - - Cwt.	242,698	297,942	375,026	357,231	242,504	189,327	212,477	254,054	245,248	187,468
Other Countries - „	293	214	2,067	671	374	204	230	1,125	736	358
„	242,991	298,156	377,093	357,902	242,878	189,531	212,707	255,179	245,984	187,826
Sheets and Plates, not Galvanised or Tinned:										
United Kingdom - - Cwt.	29,281	33,656	20,866	17,629	13,533	14,782	14,439	9,262	7,417	7,090
Belgium - - - „	74,442	60,569	49,958	62,985	53,293	28,297	22,596	18,063	22,939	20,921
Other Countries - - „	766	1,023	2,714	340	232	288	424	923	194	89
„	104,489	95,248	73,538	80,954	67,058	43,367	37,459	28,248	30,550	28,100
Wire:										
United Kingdom - Cwt.	7,415	5,051	5,207	8,941	8,259	5,939	4,011	3,851	6,338	6,855
Austria-Hungary - - „	8,064	9,526	9,968	10,186	5,875	4,386	5,371	5,571	5,457	3,487
Belgium - - - „	14,479	19,447	26,500	26,045	34,518	8,622	10,873	14,873	14,843	21,304
Germany - - - „	1,193	4,001	5,159	4,552	2,100	696	2,191	2,927	2,622	1,330
Other Countries - „	1,107	2,187	3,562	3,319	3,029	873	1,698	2,757	2,713	1,892
„	32,258	40,212	50,396	53,043	53,776	20,516	24,144	29,979	31,973	34,868
Other manufactures of Iron or of Iron mixed with Steel:										
United Kingdom - - Cwt.	108,272	102,363	120,316	60,998	148,147	88,257	83,321	91,383	42,796	97,467
Belgium - - - „	35,794	28,604	43,652	26,949	28,689	20,975	19,970	24,369	11,885	12,839
Germany - - - „	1,633	2,067	1,59	2,904	7,372	4,446	6,880	3,997	6,55	8,742
Russia - - - - „	18,002	1,689	889	0	0	9,919	946	301	0	0
United States - - „	4,627	7,459	11,443	3,521	273	3,547	4,181	6,773	2,498	409
Other Countries - - „	3,868	1,684	3,459	271	473	1,778	1,455	2,190	729	911
„	172,196	144,466	181,353	94,643	184,954	123,922	116,753	132,073	64,461	120,368
Total, Iron „	3,925,832	4,576,189	5,117,432	4,710,834	5,221,904	2,020,326	2,253,860	2,523,408	2,271,794	2,873,888

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

ARTICLES AND COUNTRIES.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF —*cont.*											
Metals—*cont.*											
Lead:							£	£	£	£	£
Ore:											
United Kingdom	Cwt.	1,046	282	1,348	670	507	890	240	1,102	540	434
Belgium	„	2,652	3,149	2,666	2,432	2,059	2,427	2,231	2,475	2,256	1,980
Other Countries	„	655	419	565	192	30	543	350	472	151	21
	„	4,353	3,850	4,579	3,294	2,596	3,860	3,521	4,049	2,947	2,435
Pig:											
United Kingdom	Cwt.	8,295	15,415	11,219	11,976	6,273	5,477	9,944	7,522	9,096	6,211
France	„	12,152	8,496	6,694	7,278	1,808	7,572	5,252	4,547	5,559	1,722
Ceylon	„	1,101	1,411	1,540	1,600	1,265	767	1,026	1,066	1,085	838
Australia	„	0	0	0	8,022	10,001	0	0	0	5,352	9,458
Other Countries	„	37	59	0	391	219	27	40	0	286	1,012
	„	21,585	25,381	19,453	29,267	19,566	13,843	16,262	13,135	21,378	19,241
Wrought:											
Sheets, Pipes, and Tubes:											
United Kingdom	Cwt.	11,821	11,307	9,727	12,681	11,750	9,424	8,974	7,795	11,809	12,147
Other Countries	„	166	1,324	359	925	62	136	1,096	305	795	61
	„	11,987	12,631	10,086	13,606	11,812	9,560	10,070	8,100	12,604	12,208
Sheets for Tea-chests:											
United Kingdom	Cwt.	78,049	86,404	88,513	77,621	49,710	76,955	82,312	85,939	71,045	52,010
Australia	„	0	0	0	4,000	6,000	0	0	0	3,350	4,728
Other Countries	„	1,557	1,892	238	545	1,597	1,506	1,962	259	521	1,711
	„	79,606	88,296	88,751	82,166	57,307	78,461	84,274	86,198	74,916	58,449
Other Sorts (mainly wrought)	„	10,623	9,946	11,188	15,511	11,174	10,799	9,630	11,223	14,673	13,171
TOTAL, Lead	„	128,154	140,104	134,057	143,844	102,455	116,523	123,757	122,705	126,518	105,504
Quicksilver:											
United Kingdom	Lb.	94,056	107,442	182,025	249,341	262,939	11,002	12,316	19,909	25,880	26,903
Austria-Hungary	„	119,175	100,210	56,500	7,150	333	13,844	11,571	6,137	755	34
Other Countries	„	8,008	24,842	37	71	1,947	930	2,889	4	7	209
	„	221,239	232,494	238,562	256,562	265,269	25,776	26,776	26,050	26,642	27,146
Steel:											
Angle, Channel, and Spring:											
United Kingdom	Cwt.	167,993	224,793	207,717	242,333	314,233	62,415	78,021	70,381	87,071	116,904
Belgium	„	46,744	48,636	81,979	195,581	128,310	17,230	16,285	26,240	66,289	44,940
Germany	„	7,622	8,588	9,974	13,126	3,016	2,785	3,079	3,295	4,445	1,057
United States	„	394	0	8,416	3,678	308	144	0	2,656	1,192	166
	„	222,753	282,017	308,086	454,718	445,867	82,574	97,385	102,572	159,597	163,067
Bars:											
United Kingdom	Cwt.	107,764	170,486	155,574	186,585	224,324	49,528	71,443	63,546	68,494	86,395
Belgium	„	638,270	858,451	892,235	1,033,528	1,135,309	223,224	288,056	280,236	518,488	390,594
France	„	328	65	379	5	0	2,789	557	1,315	43	0
Germany	„	99,533	78,246	63,444	133,923	28,010	36,296	29,476	25,524	44,889	11,078
Sweden	„	9,909	8,185	9,709	1,797	13,761	8,485	6,586	7,438	1,434	10,692
United States	„	714	482	103,151	5,879	875	400	368	31,814	2,257	539
Other Countries	„	197	18	98	1,857	433	346	127	142	588	170
	„	856,715	1,115,933	1,229,590	1,963,574	1,402,762	321,068	396,613	409,565	636,193	499,468
Beams, Pillars, Girders, and Bridgework:											
United Kingdom	Cwt.	164,915	343,102	274,845	404,614	431,146	61,117	121,033	88,239	131,177	161,920
Belgium	„	256,969	322,500	302,012	566,959	492,748	84,087	100,543	91,276	171,807	152,223
Germany	„	14,767	24,037	12,703	42	38	4,400	6,780	3,540	15	12
United States	„	6,828	5,770	32,264	14,787	15	2,483	1,624	9,555	4,511	30
Other Countries	„	0	111	3,095	265	103	0	83	922	162	71
	„	443,479	695,520	624,919	986,667	924,050	152,087	230,063	193,532	307,672	314,256
Cast:											
United Kingdom	Cwt.	11,262	11,868	15,655	23,637	27,316	13,075	13,033	14,128	25,606	30,625
Belgium	„	676	125	67	18,693	7,024	466	77	215	7,522	4,910
Germany	„	3,268	2,798	7,831	19,555	8,972	2,539	1,970	5,433	12,944	6,008
Sweden	„	900	925	750	10,517	4,597	702	698	565	8,007	3,786
Other Countries	„	83	212	66	425	130	154	263	544	1,635	114
	„	16,189	15,928	24,369	72,827	48,039	16,936	16,041	20,885	55,714	45,443

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*										
Metals—*cont.*										
Steel—*cont.*										
Hoop:						£	£	£	£	£
United Kingdom - - - Cwt.	249,919	328,783	241,493	308,151	290,897	116,286	151,945	108,311	134,816	133,355
Belgium - - - - - „	51,518	61,963	40,639	40,275	16,416	19,262	22,752	14,553	14,269	6,666
Germany - - - - - „	11,463	21,049	15,003	11,510	4,606	4,414	8,168	5,454	3,883	1,726
United States - - - „	2,218	6,019	18,804	54,759	75,212	988	2,758	8,502	24,338	34,206
Other Countries - - - „	2,697	1,947	1,313	1,733	3	1,348	993	610	727	2
„	317,815	419,761	317,302	416,428	387,134	142,298	186,616	137,430	178,033	175,955
Plates and Sheets:										
United Kingdom - - - Cwt.	427,533	531,100	564,708	756,839	962,322	212,953	263,055	267,895	395,357	498,293
Belgium - - - - - „	250,997	292,535	224,038	384,746	300,590	101,424	112,025	82,023	141,257	118,545
Germany - - - - - „	30,580	74,210	101,417	289,654	98,649	11,866	26,363	35,279	105,385	38,729
United States - - - „	0	1,852	11,518	2,047	164	0	838	4,051	706	163
Other Countries - - - „	243	0	383	310	55	143	0	120	222	24
„	709,353	899,697	902,064	1,433,596	1,361,780	326,386	402,281	389,368	642,927	655,754
Other Sorts:										
United Kingdom - - - Cwt.	132,878	251,093	200,437	175,692	219,604	81,857	140,901	109,250	110,457	143,242
Belgium - - - - - „	612,445	649,980	484,854	179,584	394,109	207,239	210,524	148,942	60,019	137,788
Germany - - - - - „	99,855	187,743	129,452	12,162	64,452	35,804	62,052	43,977	4,962	27,143
United States - - - „	1,845	7,432	6,488	2,859	4,220	1,081	4,035	3,071	1,039	3,894
Other Countries - - - „	6,825	1,595	4,061	2,167	609	3,360	839	1,633	866	570
„	853,848	1,097,843	825,292	372,464	682,994	329,341	418,351	306,873	177,343	312,637
Total, Steel - - „	3,420,152	4,526,699	4,231,622	5,700,274	5,252,626	1,370,690	1,747,350	1,560,225	2,157,479	2,166,580
Tin:										
Unwrought (block):										
United Kingdom - - - Cwt.	833	1,326	1,773	2,303	2,092	5,535	8,789	11,130	16,957	17,786
British East Africa - - „	392	753	128	9	62	2,202	4,791	866	62	534
Arabia - - - - - „	519	410	333	159	79	3,392	2,732	2,150	1,199	769
Straits Settlements - - „	25,793	37,568	36,280	18,246	17,486	156,774	242,552	242,339	139,681	171,133
Other Countries - - - „	293	301	673	222	248	1,828	1,976	4,743	1,570	2,416
„	27,830	40,352	39,187	20,939	19,967	169,731	260,840	261,228	159,469	192,638
Wrought - - - - - „	170	128	136	213	369	813	1,146	1,174	1,684	3,633
Total, Tin - - - „	28,000	40,486	39,323	21,152	20,336	170,544	261,986	262,402	161,153	196,271
Zinc or Spelter:										
Unwrought:										
United Kingdom - - - Cwt.	70,075	70,112	51,660	45,253	54,750	58,742	68,151	54,410	55,502	78,504
Germany - - - - - „	3,466	4,935	5,081	3,308	4,939	3,788	6,133	6,611	4,898	8,146
Other Countries - - - „	781	484	322	863	453	868	545	390	996	622
	74,322	75,531	57,063	49,424	60,142	63,398	74,829	61,411	61,396	87,272
Wrought or Manufactured:										
United Kingdom - - - Cwt.	6,507	6,078	7,596	6,795	9,640	8,837	8,148	11,178	10,755	15,822
Belgium - - - - - „	11,134	13,593	13,717	12,537	15,882	14,515	18,031	18,990	18,880	26,178
Germany - - - - - „	4,862	3,478	3,464	4,836	3,814	6,313	4,491	4,962	7,300	6,342
Other Countries - - - „	877	513	261	185	617	713	446	243	165	690
„	23,380	23,662	25,038	24,353	29,953	30,378	31,116	35,373	37,050	49,032
Other Sorts - - - - „	189	532	802	895	1,303	171	474	713	882	1,709
Total, Zinc - - - „	97,891	99,725	82,903	74,672	91,398	93,947	106,419	97,497	99,328	138,013
Metals, unenumerated - - „	7,149	9,398	15,975	22,370	18,626	37,595	43,587	48,050	74,940	81,673
Total, Metals - - „	8,039,780	9,857,196	10,083,220	10,978,764	10,952,564	5,331,336	6,152,568	6,212,559	6,028,472	6,693,300
Hardware and Cutlery (including Plated Ware):										
Cutlery:										
United Kingdom - - - - -	—	—	—	—	—	51,655	49,385	60,276	59,603	57,724
Belgium - - - - - - -	—	—	—	—	—	23,164	22,824	27,028	21,196	14,006
Germany - - - - - - -	—	—	—	—	—	8,764	10,121	10,026	11,463	15,256
Other Countries - - - - -	—	—	—	—	—	943	1,370	2,366	1,413	6,883
	—	—	—	—	—	84,526	83,700	99,696	93,675	93,869
Hardware:										
Agricultural Implements:										
United Kingdom - - - -	—	—	—	—	—	50,483	46,890	49,941	52,358	67,211
Other Countries - - - -	—	—	—	—	—	1,112	2,322	2,431	2,959	3,184
	—	—	—	—	—	51,595	49,212	52,372	55,317	70,395
Other Implements and Tools:										
United Kingdom- - - - -	—	—	—	—	—	61,516	62,412	64,255	73,929	86,754
Belgium - - - - - -	—	—	—	—	—	5,660	5,348	5,513	6,465	9,261
France - - - - - -	—	—	—	—	—	1,699	548	827	1,152	530
Germany - - - - - -	—	—	—	—	—	1,488	1,667	1,365	2,034	1,545
United States - - - - -	—	—	—	—	—	1,708	3,868	3,146	3,737	11,537
Other Countries - - - -	—	—	—	—	—	252	610	433	979	828
	—	—	—	—	—	72,413	74,453	75,539	88,296	110,455

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*										
Hardware and Cutlery—*cont.*										
Hardware—*cont.*										
Enamelled Ironware:*						£	£	£	£	£
United Kingdom	—	—	—	—	—	1,663	4,926	6,028	4,695	6,903
Austria-Hungary	—	—	—	—	—	45,019	96,940	70,242	35,118	29 450
Germany	—	—	—	—	—	7,353	16,576	35,494	47,298	85,368
Other Countries	—	—	—	—	—	257	2,439	1,622	1,138	3,543
	—	—	—	—	—	54,292	120,881	113,386	88,249	125,264
Lampware:†										
United Kingdom	—	—	—	—	—	—	—	—	52,078	59,626
Austria-Hungary	—	—	—	—	—	—	—	—	31,848	38,856
Germany	—	—	—	—	—	—	—	—	20,273	34,801
United States	—	—	—	—	—	—	—	—	4,970	8,846
Japan	—	—	—	—	—	—	—	—	2,802	9,765
Other Countries	—	—	—	—	—	—	—	—	4.841	5,175
	—	—	—	—	—	—	—	—	116,812	157,069
Sewing Machines:										
United Kingdom No.	14,277	19,936	18,412	17,665	19,101	36,983	52,324	48,220	50,613	52,557
Belgium „	938	1,303	1,308	1,735	3,202	2,162	2,712	3,074	4,531	7,791
Germany „	3,108	4,396	5,597	5,738	4,485	6,682	10,427	12,987	13,067	10,822
United States „	302	451	949	1,069	2,164	648	1,334	2,288	3,176	6,875
Other Countries „	145	161	189	476	255	419	434	539	1,016	603
„	18,770	26,247	26,455	26,683	29,207	46,894	67,231	67,108	72,403	78,648
Other Sorts:										
United Kingdom	—	—	—	—	—	726,470	787,199	820,827	745,473	834,013
Austria-Hungary	—	—	—	—	—	76,420	50,609	49,636	16,444	14,894
Belgium	—	—	—	—	—	36,086	48,186	55,365	49,334	67,732
France	—	—	—	—	—	10,165	12,621	12,042	9,810	7,474
Germany	—	—	—	—	—	117,758	137,778	143,560	114,268	134,629
Russia	—	—	—	—	—	9,358	49,977	16,132	335	6
Sweden	—	—	—	—	—	1,561	3,691	1,847	4,316	2,841
United States	—	—	—	—	—	27,100	41,532	47,042	39,750	41,290
Ceylon	—	—	—	—	—	3,673	3,095	3,302	3,167	3,063
Japan	—	—	—	—	—	8,654	11,236	11,771	4,059	3,012
Straits Settlements	—	—	—	—	—	2,760	3,413	3,456	2,943	4,244
Other Countries	—	—	—	—	—	3,053	7,073	13,085	5,838	13,106
	—	—	—	—	—	1,023,058	1,156,410	1,178,065	995,737	1,133,304
TOTAL, Hardware and Cutlery	—	—	—	—	—	1,332,778	1,551,887	1,586,165	1,510,489	1,769,004
Machinery and Millwork:										
Agricultural (not being Steam)	—	—	—	—	—	0	239	1,085	1,659	1,596
Steam Engines and parts:										
Locomotives (excluding those for Railways):										
United Kingdom	—	—	—	—	—	9,642	4,796	10,512	12,972	37,687
Germany	—	—	—	—	—	405	64	287	1,315	6,233
Other Countries	—	—	—	—	—	1,902	355	1	155	774
	—	—	—	—	—	11,949	5,215	10,800	14,442	44,694
Other Sorts:										
United Kingdom	—	—	—	—	—	1,046,121	1,163,593	1,238,275	617,059	805,136
Belgium	—	—	—	—	—	3,889	4,948	8,914	4,797	8,748
Germany	—	—	—	—	—	12,691	28,297	24,933	10,401	1,151
United States	—	—	—	—	—	11,867	27,638	25,960	13,659	8,227
Ceylon	—	—	—	—	—	767	2,025	1,938	4,284	3,553
Straits Settlements	—	—	—	—	—	0	0	73	2,611	289
Other Countries	—	—	—	—	—	2,902	3,660	2,772	1,695	2,430
	—	—	—	—	—	1,077,337	1,230,161	1,302,865	654,506	829,534
Not Steam Engines:										
Electrical:†										
United Kingdom	—	—	—	—	—	—	—	—	143,177	154,265
Belgium	—	—	—	—	—	—	—	—	3,416	6,009
Germany	—	—	—	—	—	—	—	—	3,779	6,216
United States	—	—	—	—	—	—	—	—	7,448	8,733
Other Countries	—	—	—	—	—	—	—	—	734	5,049
	—	—	—	—	—	—	—	—	158,554	180,272
Mining:†										
United Kingdom	—	—	—	—	—	—	—	—	48,717	39 665
Other Countries	—	—	—	—	—	—	—	—	1,010	1,745
	—	—	—	—	—	—	—	—	49,727	41,410
Textile:										
United Kingdom	—	—	—	—	—	—	—	—	1,653,931	1,504,781
Belgium	—	—	—	—	—	—	—	—	2,165	763
Germany	—	—	—	—	—	—	—	—	2,764	6,222
Other Countries	—	—	—	—	—	—	—	—	1,013	4,536
	—	—	—	—	—	—	—	—	1,659,873	1,516,302
Other Descriptions:										
United Kingdom	—	—	—	—	—	748,432	947,890	1,306,510	664,314	1,149,668
Austria-Hungary	—	—	—	—	—	1,812	839	352	1,486	415
Belgium	—	—	—	—	—	502	3,275	6,211	12,380	5,833
Germany	—	—	—	—	—	9,654	19,427	37,190	38,868	34,976
United States	—	—	—	—	—	15,227	19,852	21,120	22,448	49,591
Other Countries	—	—	—	—	—	4,314	8,197	4,695	5,531	5,739
	—	—	—	—	—	779,941	999,480	1,370,078	745,027	1,246,222
TOTAL, Machinery and Millwork	—	—	—	—	—	1,869,227	2,235,095	2,684,828	3,283,788	3,360,030
Railway Plant and Rolling Stock:										
Carriages and Trucks and parts thereof:										
United Kingdom	—	—	—	—	—	258,030	178,940	178,889	251,731	965,702
Belgium	—	—	—	—	—	1,762	4,006	4,453	7,604	38,138
Other Countries	—	—	—	—	—	752	896	2,264	3,728	6,435
	—	—	—	—	—	260,544	183,842	185,606	263,063	1,010,275

* From October, 1902.
† „ April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*										
Railway Plant and Rolling Stock—*cont.*										
Locomotive Engines and Tenders and parts thereof:						£	£	£	£	£
United Kingdom	—	—	—	—	—	366,526	217,240	205,178	201,289	507,968
Germany	—	—	—	—	—	0	60,841	481	682	728
Other Countries	—	—	—	—	—	816	138	340	10	73
	—	—	—	—	—	367,342	278,219	205,999	201,981	508,769
Rails and Fishplates of Steel and Iron:										
United Kingdom Cwt.	768,048	848,760	739,838	510,456	1,499,521	245,856	257,984	238,853	154,851	556,636
Belgium „	17,962	77,928	58,026	39,149	91,166	7,029	25,100	17,593	12,513	27,381
United States „	0	113	0	79	699	0	114	0	83	228
„	786,010	926,806	797,864	549,684	1,591,386	252,885	283,198	256,446	167,447	584,745
Sleepers and Keys of Steel and Iron:										
United Kingdom Cwt.	189,432	81,052	126,165	434,883	291,803	55,638	19,719	29,323	116,066	87,416
Australia „	0	40	0	21,916	6,640	0	12	0	5,134	1,605
Other Countries „	209	460	815	0	4,560	74	227	320	0	2,100
„	189,641	81,552	126,980	456,799	303,003	55,712	19,958	29,643	121,200	91,121
Sleepers of Wood:										
United Kingdom Cwt.	0	50,998	4,050	18,887	13,536	0	11,590	619	3,026	3,083
Australia „	47,742	108,581	359,940	301,263	431,395	15,197	29,138	74,719	68,243	82,109
Other Countries „	884	0	340	99	0	322	0	78	12	0
„	48,626	159,579	364,330	320,249	444,931	15,519	40,728	75,416	71,281	85,282
Other Materials for Construction:										
United Kingdom Cwt.	206,182	261,129	326,730	426,891	997,202	122,241	127,249	185,138	254,159	490,947
Other Countries „	439	3,723	1,905	3,502	1,450	238	1,449	1,524	2,614	1,121
„	206,621	264,852	328,635	430,393	998,652	122,479	128,698	186,662	256,773	492,068
TOTAL, Railway Plant and Rolling Stock	—	—	—	—	—	1,074,481	934,643	939,772	1,081,745	2,772,260
TOTAL, Metals and Manufactures of	—	—	—	—	—	9,607,822	10,874,193	11,423,324	11,904,404	15,094,594
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, DYEING AND TANNING MATERIALS:										
Chemicals:										
Alum:										
United Kingdom Cwt.	60,020	67,451	59,753	70,188	68,619	18,463	20,361	18,266	21,023	20,251
Other Countries „	1,061	479	417	615	3,725	326	139	124	181	1,043
„	61,081	67,930	60,170	70,803	72,344	18,789	20,500	18,390	21,204	21,294
Arsenic:										
Germany Cwt.	1,080	488	664	523	385	1,600	654	813	591	668
China, Hong-Kong „	1,407	1,449	563	1,133	505	1,699	1,865	813	1,699	825
Other Countries „	470	443	655	834	1,035	699	588	882	973	1,453
„	2,957	2,380	1,882	2,490	1,925	3,998	3,107	2,508	3,263	2,946
Bleaching Materials: *										
United Kingdom Cwt.	—	—	—	33,697	52,454	—	—	—	12,789	19,687
Belgium „	—	—	—	4,409	8,180	—	—	—	1,667	2,798
Other Countries „	—	—	—	652	267	—	—	—	266	91
„	—	—	—	38,758	60,901	—	—	—	14,722	22,576
Calcium Carbide: *										
Belgium Cwt.	—	—	—	1,661	1,034	—	—	—	1,455	916
Germany „	—	—	—	4,612	5,822	—	—	—	4,167	5,255
Other Countries „	—	—	—	2,279	1,514	—	—	—	1,774	1,333
„	—	—	—	8,552	8,370	—	—	—	7,396	7,504
Copperas:										
United Kingdom Cwt.	17,555	25,730	20,162	24,644	20,231	3,571	5,602	4,294	5,465	5,789
Other Countries „	172	249	78	549	449	53	132	99	441	369
„	17,727	25,979	20,240	25,193	20,680	3,624	5,734	4,393	5,906	6,158
Cyanide of Potassium: *										
United Kingdom Cwt.	—	—	—	2,677	5,093	—	—	—	10,548	19,462
Germany „	—	—	—	1,910	0	—	—	—	6,818	0
„	—	—	—	4,587	5,093	—	—	—	17,366	19,462
Disinfectants: *										
United Kingdom Cwt.	—	—	—	14,233	15,596	—	—	—	15,875	18,030
Other Countries „	—	—	—	282	237	—	—	—	395	308
„	—	—	—	14,515	15,833	—	—	—	16,270	18,338
Sal-ammoniac:										
United Kingdom Cwt.	3,810	4,677	4,460	5,327	5,704	7,288	9,354	8,861	10,497	11,119
Other Countries „	0	0	3	25	66	0	0	6	46	143
„	3,810	4,677	4,463	5,352	5,770	7,288	9,354	8,867	10,543	11,262
Saltpetre:										
China, Hong Kong Cwt.	0	0	0	4,820	4	0	0	0	3,213	3
Other Countries „	13	22	29	28	24	20	38	46	46	43
„	13	22	29	4,848	28	20	38	46	3,259	46
Soda Compounds:										
Bicarbonate of Soda:										
United Kingdom Cwt.	76,402	66,138	73,092	67,969	75,027	30,642	25,839	29,085	26,445	28,399
Other Countries „	84	1,834	1,228	448	465	57	811	486	154	162
„	76,486	68,972	74,320	68,417	75,492	30,699	26,650	29,571	26,599	28,561

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, DYEING AND TANNING MATERIALS—*cont.*										
Chemicals—*cont.*										
Soda Compounds—*cont.*						£	£	£	£	£
Soda Caustic: †										
United Kingdom Cwt.	—	—	—	69,332	83,971	—	—	—	38,914	46,812
Other Countries „	—	—	—	281	49	—	—	—	134	60
	—	—	—	69,613	84,020	—	—	—	39,048	46,872
Other Sorts: †										
United Kingdom Cwt.	—	—	—	19,360	25,687	—	—	—	6,034	7,268
Other Countries „	—	—	—	640	1,523	—	—	—	266	627
	—	—	—	20,000	27,210	—	—	—	6,300	7,895
Sulphur (Brimstone):										
United Kingdom Cwt.	2,085	2,784	556	595	665	795	979	199	194	235
Italy „	42,543	42,794	55,784	68,679	66,323	14,477	14,425	17,377	21,971	21,312
Other Countries „	4	1,003	642	671	460	3	335	247	212	149
„	44,632	46,581	56,982	69,945	67,448	15,275	15,739	17,823	22,377	21,696
Sulphuric Acid:										
United Kingdom Cwt.	49,030	73,257	62,557	54,108	62,709	35,409	52,164	43,833	39,715	42,549
Other Countries „	1,174	1,409	1,805	2,494	1,692	845	908	1,023	1,615	1,435
„	50,204	74,666	64,362	56,602	64,401	36,254	53,072	44,856	41,330	43,984
Other Chemicals:										
United Kingdom	—	—	—	—	—	199,738	201,500	214,411	154,950	139,858
Austria-Hungary	—	—	—	—	—	2,959	3,068	6,904	4,889	4,209
Belgium	—	—	—	—	—	16,409	13,578	16,039	19,335	16,883
France	—	—	—	—	—	2,804	2,017	1,532	2,516	1,283
Germany	—	—	—	—	—	24,916	31,233	36,312	35,800	30,265
United States	—	—	—	—	—	164	172	506	1,422	1,261
Aden	—	—	—	—	—	1,734	1,426	1,430	1,124	1,367
Japan	—	—	—	—	—	269	1,611	1,066	1,180	935
Other Countries	—	—	—	—	—	3,199	4,658	4,169	2,677	3,801
	—	—	—	—	—	252,192	259,263	282,369	223,893	199,802
Total, Chemicals	—	—	—	—	—	368,141	393,457	408,823	459,476	458,396
Drugs and Medicines:										
Aloes Cwt.	649	831	1,044	983	501	782	954	1,266	1,154	583
Asafoetida:										
Persia Cwt.	3,385	13,338	8,196	4,470	6,061	10,338	32,622	19,733	12,740	16,173
Other Countries „	502	5	134	60	1	1,608	14	505	44	3
„	3,887	13,343	8,330	4,530	6,062	11,946	32,636	20,238	12,784	16,176
Camphor:										
United Kingdom Lb.	7,170	9,355	3,885	31,867	22,311	858	1,054	575	4,218	5,119
China, Hong-Kong „	214,252	131,503	151,263	193,538	277,360	16,293	9,409	11,472	20,377	36,220
Japan „	557,660	671,220	856,130	387,621	426,007	46,662	56,159	83,456	55,036	94,128
Straits Settlements „	357,769	277,663	153,737	85,580	74,803	26,990	19,844	11,947	9,049	10,753
Other Countries „	35,029	1,367	4,223	5,130	48,780	3,551	244	353	593	7,099
„	1,171,880	1,091,108	1,169,238	703,736	849,261	94,354	86,710	107,803	89,273	153,319
Cassia Lignea:										
China, Hong-Kong Cwt.	9,965	6,173	11,136	11,989	10,955	16,595	11,143	20,154	22,403	21,745
„ Treaty Ports „	9,670	9,704	9,588	13,507	11,976	15,583	16,490	17,393	24,856	23,485
Straits Settlements „	4,434	5,795	3,189	1,149	467	7,938	10,926	5,922	2,039	868
Other Countries „	6	61	16	1,071	23	11	109	30	2,021	73
„	24,075	21,733	23,929	27,716	23,421	40,127	38,668	43,499	51,319	46,171
Cocaine* Oz.	—	1,400	5,431	2,842	1,771	—	1,229	3,994	2,252	1,333
Galangal Cwt.	5,202	5,174	5,076	3,968	3,918	2,649	2,323	1,852	1,197	1,425
Proprietary and Patent Medicines: †										
United Kingdom	—	—	—	—	—	—	—	—	72,666	89,828
Belgium	—	—	—	—	—	—	—	—	2,022	4,881
France	—	—	—	—	—	—	—	—	1,991	3,380
United States	—	—	—	—	—	—	—	—	11,578	16,391
Other Countries	—	—	—	—	—	—	—	—	2,120	1,523
	—	—	—	—	—	—	—	—	90,377	116,003
Quinine:										
United Kingdom Lb.	52,135	46,692	49,467	53,235	60,721	43,256	37,949	37,720	36,037	35,844
Belgium „	6,155	2,234	11,668	8,103	6,177	2,639	813	3,955	3,540	3,003
France „	799	1,024	2,263	1,454	694	863	1,017	2,023	1,097	508
Germany „	763	984	4,100	4,532	2,069	561	692	1,885	1,403	1,055
United States „	1,006	904	1,119	1,623	1,542	1,176	1,050	561	893	1,460
Other Countries „	209	25	31	6	34	129	34	31	8	25
„	61,067	51,863	68,648	68,953	71,237	48,624	41,555	46,155	42,978	41,895
Saccharin‡ Lb.	—	—	—	—	17,133	—	—	—	—	3,383
Storax Lb.	66,692	108,800	114,456	96,868	67,221	1,532	2,318	2,117	1,748	1,321
Other Drugs and Medicines:										
United Kingdom	—	—	—	—	—	171,374	180,994	186,997	115,578	96,294
Belgium	—	—	—	—	—	4,321	5,823	3,041	3,524	4,711
France	—	—	—	—	—	8,359	7 274	7,544	5,734	3,017
Germany	—	—	—	—	—	8,821	10,405	10,813	8,507	7,022
United States	—	—	—	—	—	5,672	11,919	12,499	3,349	3,115
Persia	—	—	—	—	—	3,680	4,165	3,055	3,580	2,840
Straits Settlements	—	—	—	—	—	10,664	13,324	9,570	7,191	10,038
Turkey in Asia	—	—	—	—	—	3,400	3,170	2,185	1,410	2,060
Other Countries	—	—	—	—	—	8,278	10,668	8,967	8,004	9,784
	—	—	—	—	—	224,569	247,742	244,671	156,877	138,881
Total, Drugs and Medicines	—	—	—	—	—	424,583	454,135	471,595	449,959	520,440

* From September, 1903.
† „ April, 1905.
‡ „ „ 1906.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
IV.—CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, DYEING AND TANNING MATERIALS—*cont.*						£	£	£	£	£
Opium: Lb.	341	252	347	268	259	291	240	264	253	256
Tobacco:										
Unmanufactured:										
United Kingdom Lb.	52,824	12,484	19,666	47,220	94,807	3,587	628	1,234	1,704	3,395
Belgium „	19,785	30,915	97,456	59,235	32,708	3,438	5,267	9,325	6,776	1,611
Holland „	72,712	50,152	8,190	65,850	121,640	6,306	4,845	1,759	7,589	12,664
Turkey in Europe „	27,760	43,134	52,135	64,763	90,962	2,135	1,504	2,299	2,975	4,145
Ceylon „	140,492	199,824	448,728	217,198	466,755	1,624	1,459	3,372	2,306	5,254
Straits Settlements „	95,478	162,299	64,992	82,288	99,838	2,795	4,229	1,649	2,156	2,026
Turkey in Asia „	3,566	7,859	33,118	66,539	71,569	415	593	1,172	2,088	1,713
Other Countries „	92,574	46,263	77,658	66,180	372,111	2,129	2,017	2,402	2,087	8,983
„	505,191	558,026	801,943	679,273	1,350,390	22,429	20,542	23,212	27,681	39,791
Manufactured:										
Cigars:										
United Kingdom Lb.	7,511	6,388	5,355	7,028	5,650	4,330	3,972	3,290	4,373	3,909
Belgium „	22,090	29,388	42,239	37,351	38,420	4,692	5,321	8,074	6,857	7,777
Germany „	5,735	5,100	5,752	6,227	6,232	2,261	1,528	1,543	1,558	1,580
Holland „	6,990	6,742	10,901	15,617	21,759	1,417	1,555	2,569	3,389	5,149
China, Hong-Kong „	15,167	17,030	20,338	18,450	28,448	1,499	3,460	4,512	4,257	6,174
Philippines „	13,042	10,567	6,373	5,024	2,992	2,198	1,752	1,581	1,003	1,185
Straits Settlements „	8,574	14,369	13,915	6,436	5,999	1,519	2,389	1,563	1,081	391
Other Countries „	5,557	17,989	13,147	5,160	2,036	1,245	2,811	1,932	758	724
„	84,666	108,073	118,020	101,293	111,536	19,161	22,788	25,064	23,276	26,889
Cigarettes										
United Kingdom Lb.	1,188,198	1,448,405	1,676,147	1,816,780	1,818,057	94,645	115,603	153,105	188,338	208,061
Egypt „	58,831	54,271	54,888	50,072	57,375	25,067	22,843	23,362	20,913	23,852
United States „	172,714	249,202	462,416	1,041,087	782,596	18,482	21,172	33,175	76,104	59,227
China Treaty Port „	57,568	203,134	181,310	163,661	112,528	3,044	7,124	6,995	8,487	6,183
Japan „	73,483	27,743	7,213	12,500	97,945	3,114	2,296	396	333	2,930
Straits Settlements „	101,036	177,294	106,314	19,204	15,053	8,143	23,872	11,892	1,821	725
Other Countries „	72,220	80,130	30,371	15,767	29,287	5,195	4,545	4,954	3,360	5,513
„	1,724,050	2,240,179	2,518,659	3,119,071	2,912,841	157,630	196,955	233,879	299,846	306,491
Other Sorts:										
United Kingdom Lb.	1,155,157	1,043,240	942,225	822,431	745,159	71,342	64,735	63,683	57,321	56,568
United States „	322,405	277,996	270,120	432,410	437,782	15,158	12,566	14,641	22,417	21,482
Straits Settlements „	287,929	318,355	338,189	259,861	298,819	7,263	7,790	10,431	7,884	8,662
Other Countries „	120,312	149,263	94,033	96,866	79,212	4,698	5,896	2,947	2,162	2,342
„	1,885,803	1,788,854	1,644,567	1,611,568	1,560,972	98,461	90,987	88,702	89,784	89,054
Total, Tobacco „	4,199,710	4,695,132	5,083,189	5,511,205	5,935,789	297,681	331,272	370,857	440,587	462,225
Dyeing and Tanning Materials:										
Alizarine Dyes:										
United Kingdom Lb.	265,122	450,711	668,165	1,019,903	591,360	9,527	14,132	20,857	32,470	17,818
Belgium „	2,703,716	3,277,699	3,746,864	4,132,318	5,114,744	87,997	105,517	132,978	146,950	169,924
Holland „	1,838,655	2,845,607	1,460,679	1,122,823	13,386	66,687	103,240	49,858	33,090	678
Other Countries „	22,954	125,618	0	22,533	13,405	829	4,446	0	885	757
„	4,830,447	6,699,635	5,875,708	6,297,577	5,732,895	165,040	227,335	203,693	213,345	189,177

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, DYEING AND TANNING MATERIALS—*concluded.*											
Dyeing and Tanning Materials—*concluded.*											
Aniline Dyes:							£	£	£	£	£
United Kingdom	Lb.	158,096	164,025	99,780	219,036	114,104	10,644	10,639	7,094	13,880	8,234
Austria-Hungary	„	78,819	81,112	41,350	516,720	59,371	5,786	5,802	2,627	33,235	3,476
Belgium	„	1,791,483	2,673,613	3,126,324	3,197,978	4,379,355	113,448	149,952	176,000	174,022	232,050
Germany	„	384,802	536,768	520,711	553,838	733,188	23,144	31,470	25,964	26,453	33,018
Holland	„	1,137,066	1,186,747	336,387	77,770	89,403	73,348	75,665	19,612	4,081	4,354
Italy	„	700,971	771,276	677,995	687,145	622,238	43,912	46,562	39,904	37,057	28,018
Other Countries	„	21,893	69,423	26,822	50,720	6,190	1,326	3,710	1,475	2,681	287
	„	4,273,130	5,482,964	4,829,369	5,308,207	6,003,849	271,608	323,800	272,676	291,409	310,337
Cochineal:											
United Kingdom	Cwt.	238	189	194	254	377	1,207	1,296	2,128	3,060	4,579
France	„	1,441	872	1,186	1,538	1,001	6,615	6,013	12,733	19,251	11,203
Other Countries	„	18	95	0	98	155	78	652	0	1,249	1,723
	„	1,697	1,156	1,380	1,890	1,533	7,900	7,961	14,861	23,560	17,505
Gambier:											
Straits Settlements	Cwt.	26,270	27,436	31,085	29,111	28,436	37,958	41,688	44,430	39,189	43,196
Indigo:											
United Kingdom	Cwt.	965	7	17	0	0	9,657	111	87	0	0
Belgium	„	29	187	509	1,106	2,378	484	1,367	3,125	5,341	6,401
China, Hong Kong	„	0	0	569	86	0	0	0	10,342	1,587	0
Japan	„	70	0	325	49	0	651	0	3,906	510	0
Other Countries	„	0	25	7	3	14	8	252	42	45	76
	„	1,064	219	1,427	1,244	2,392	10,800	1,730	17,452	7,483	6,477
Saffron:											
France	Lb.	33,025	37,822	60,156	40,729	43,115	30,345	40,173	56,216	33,686	41,434
Other Countries	„	62	319	1,081	543	612	49	174	1,030	389	388
	„	33,087	38,141	61,237	41,272	43,727	30,394	40,347	57,246	34,075	41,822
Other Sorts	Cwt.	15,015	9,534	7,526	15,550	11,545	16,708	11,900	7,509	22,460	22,593
Total, Dyeing and Tanning Materials		—	—	—	—	—	540,408	654,761	617,867	631,521	631,107
Total, Chemicals, Drugs, etc.		—	—	—	—	—	1,631,104	1,833,865	1,869,406	1,981,796	2,072,424
V.—OILS:											
Animal:											
United Kingdom	Gals.	298,732	310,924	316,905	460,886	536,161	23,586	24,394	23,169	27,457	35,567
Japan	„	37,131	55,388	0	64,385	46,901	2,468	3,818	0	2,743	2,264
Other Countries	„	17,307	22,944	8,393	9,631	1,366	1,057	1,469	571	624	213
	„	353,170	389,256	325,298	534,902	584,428	27,111	29,681	23,740	30,824	38,044
Essential:											
United Kingdom	Gals.	1,369	2,668	2,516	2,141	3,463	3,344	5,262	5,122	4,414	4,870
Straits Settlements	„	4,589	4,985	5,102	4,946	3,302	2,725	3,045	2,737	2,379	2,392
Other Countries	„	2,644	2,753	4,311	3,074	3,714	3,279	3,569	5,807	5,374	6,305
	„	8,602	10,406	11,929	10,161	10,479	9,348	11,876	13,666	12,167	13,567
Mineral:											
Fuel Oils*:	Gals.	—	—	—	1,329,194	352,312	—	—	—	9,483	2,608
Kerosene (in bulk)											
Roumania	Gals.	0	0	0	0	3,512,151	0	0	0	0	76,363
Russia	„	37,767,482	27,784,643	28,754,879	7,592,806	1,072,719	843,366	689,778	718,363	174,176	22,818
United States	„	0	0	24,322	13,317,531	18,903,298	0	0	800	304,669	439,579
Straits Settlements	„	465,614	3,632,689	11,745,569	10,303,374	6,100,198	9,700	87,415	230,102	173,733	103,370
Borneo	„	0	2,372,003	9,211,795	5,192,256	1,422,595	0	59,300	186,769	87,787	23,710
Sumatra	„	285,990	790,687	5,284,491	4,481,574	8,200,543	4,767	18,344	107,093	80,028	155,652
Other Countries	„	174,358	0	0	550	0	3,670	0	0	43	0
	„	38,693,444	34,580,022	55,021,056	40,888,091	39,211,504	861,503	855,337	1,243,127	820,436	821,492
Kerosene (in cases):											
Italy	Gals.	0	0	1,208,658	25	6	0	0	36,373	1	0
Russia	„	33,357,956	29,535,192	11,549,257	168,335	1,176,246	914,692	902,058	364,987	6,082	38,780
United States	„	9,229,244	6,722,131	7,452,648	9,014,265	9,932,331	316,303	273,691	308,131	336,952	372,905
Borneo	„	0	0	69,078	405	0	0	0	4,819	13	0
Straits Settlements	„	56,808	150,797	223,558	87,336	113,203	1,737	6,680	8,209	3,444	4,178
Sumatra	„	0	556,971	658,706	772,352	2,596,915	0	11,982	17,658	23,540	70,177
Other Countries	„	113,803	13,480	7,106	15,028	7,488	3,163	784	418	703	440
	„	42,757,811	36,978,571	21,169,011	10,057,926	13,826,189	1,235,895	1,195,195	740,595	370,735	486,480
Total, Kerosene	„	81,451,255	71,558,593	76,190,067	50,946,017	53,037,693	2,097,398	2,050,532	1,983,722	1,191,171	1,307,972

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.		Quantities.					Value.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
V.—OILS—*cont.*											
Mineral—*cont.*											
Lubricating Oils*:							£	£	£	£	£
United Kingdom	Gals.	—	—	—	2,227,866	1,805,644	—	—	—	23,463	32,568
Belgium	„	—	—	—	143,589	3,217	—	—	—	4,320	184
United States	„	—	—	—	5,696,970	6,501,059	—	—	—	156,534	175,277
Straits Settlements	„	—	—	—	319,487	41,180	—	—	—	7,642	3,544
Sumatra	„	—	—	—	229,947	1,067,047	—	—	—	5,110	23,712
Other Countries	„	—	—	—	35,544	116,635	—	—	—	1,822	5,132
	„	—	—	—	8,653,403	9,534,882	—	—	—	268,891	290,417
Paraffin Wax	Cwt.	343	164	228	726	1,676	549	304	396	1,179	2,581
Other Mineral Oils:											
United Kingdom	Gals.	2,128,008	2,474,788	2,511,670	42,445	41,275	87,832	99,141	107,966	2,643	2,629
United States	„	4,196,226	5,193,059	3,845,910	96,050	183,447	112,429	134,949	113,426	6,803	9,389
Borneo	„	450,347	932,541	981,623	78,300	0	2,971	6,700	7,713	5,608	0
Sumatra	„	442,575	1,000	1,248	19,452	26,068	3,688	50	88	1,374	1,857
Other Countries	„	204,833	361,953	100,649	41,683	11,275	4,833	7,881	3,392	3,552	525
	„	7,421,989	8,963,341	7,441,100	277,930	262,065	211,753	248,721	232,585	19,980	14,400
Total, Mineral Oils	„	88,873,244	80,521,934	83,631,167	61,206,544	63,186,902	2,309,700	2,299,557	2,216,703	1,490,704	1,617,978
	Cwt.	343	164	228	726	1,676					
Vegetable (not Essential):											
Cocoanut:											
Mauritius	Gals.	30,496	8,334	62,426	93,562	33,350	3,060	761	6,135	10,017	4,707
Ceylon	„	765,290	238,098	276,648	447,951	941,233	84,838	21,451	29,867	49,771	117,241
Other Countries	„	1,086	2,481	3,626	1,834	24,973	163	271	408	198	2,740
	„	796,872	248,913	342,700	543,347	999,556	88,061	22,483	36,410	59,986	124,688
Linseed:											
United Kingdom	Gals.	232,288	269,617	312,275	262,861	303,019	33,483	32,462	31,527	26,773	33,104
Other Countries	„	320	1,194	3,649	739	1,467	45	198	376	89	159
	„	232,608	270,811	315,924	263,600	304,486	33,528	32,660	31,903	26,861	33,263
Other Vegetable Oils:	Gals.	88,647	67,710	68,184	94,558	164,682	8,814	6,492	6,340	9,206	17,631
Total, Vegetable Oils	„	1,118,127	587,434	726,808	901,505	1,468,724	130,403	61,635	74,653	96,053	175,582
Total, Oils	Gals.	90,353,143	81,509,030	84,695,202	62,653,112	65,250,533	2,476,563	2,402,749	2,328,762	1,629,748	1,845,171
	Cwt.	343	164	228	726	1,676					
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:											
Canes and Rattans:											
Straits Settlements	Cwt.	31,737	31,909	35,040	33,547	35,965	21,550	19,255	20,427	21,169	24,488
Other Countries	„	2,204	1,574	1,554	1,392	2,441	1,241	991	853	834	1,224
	„	33,941	33,483	36,594	34,939	38,406	22,791	20,246	21,280	22,003	25,712
Coal, Coke, and Patent Fuel:											
United Kingdom	Tons.	180,092	135,685	177,129	137,725	222,075	230,275	182,299	220,907	173,136	286,995
Japan	„	6,773	16,424	55,443	27,862	4,505	6,173	16,269	56,057	25,414	3,707
Australia	„	6,137	25,046	10,746	6,259	25,863	5,924	24,256	9,715	5,297	28,955
Other Countries	„	4,446	2,885	9,075	8,089	4,760	5,149	2,357	9,751	10,272	4,340
	„	197,448	180,040	252,393	179,935	257,203	247,521	225,181	296,430	214,119	323,997
Cotton, Raw:											
United Kingdom	Cwt.	20,086	7,423	141,032	123,898	81,829	44,327	8,370	306,535	277,617	230,324
Austria-Hungary	„	0	0	2,122	2	1	0	0	5,524	3	2
Belgium	„	0	3	9,189	0	2	0	9	23,074	0	2
Germany	„	0	24	14,868	3,423	1	0	25	33,809	6,896	3
Italy	„	801	0	525	386	1,125	1,709	0	1,225	1,464	2,000
Egypt	„	8,938	3,315	7,627	7,825	6,260	24,092	13,346	26,346	23,709	21,650
United States	„	840	216	5,709	13,332	4,535	1,864	661	12,663	27,063	11,147
Japan	„	6,147	126	5	2,548	12,080	11,551	86	11	5,426	23,772
Mekran and Sonmian	„	19,791	1,653	2,835	578	1,624	11,119	1,159	1,778	332	977
Persia	„	8,031	2,849	6,119	7,621	7,789	13,412	5,342	11,634	13,886	14,735
Other Countries	„	2,905	2,670	2,523	1,863	952	4,974	4,532	3,094	3,823	1,319
	„	67,539	18,279	192,554	161,476	116,198	113,048	33,530	425,693	360,219	305,931
Fodder, &c.:											
Australia	Cwt.	26,158	28,723	56,585	38,643	46,601	7,751	6,028	11,277	8,726	9,829
Other Countries	„	3,964	3,298	10,505	4,475	5,640	389	514	1,330	683	981
	„	30,122	32,021	67,090	43,118	52,241	8,140	6,542	12,707	9,409	10,810

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*						£	£	£	£	£
Gums and Resins:										
United Kingdom Cwt.	39,200	38,913	9,437	29,209	66,453	10,745	14,275	4,196	17,880	40,884
Germany „	3,474	30,704	13,686	17,324	12,903	1,166	12,075	5,961	10,118	7,818
United States „	3,760	23,482	26,098	17,609	16,416	1,118	8,597	10,081	8,827	9,959
Aden „	11,239	20,766	22,382	23,404	23,708	12,237	21,163	21,992	21,599	24,402
Arabia „	16,396	30,729	21,608	25,281	16,043	13,447	24,961	18,118	21,281	12,943
Persia „	12,437	15,104	18,520	18,851	10,290	8,475	10,354	12,601	16,064	8,281
Straits Settlements „	15,000	14,994	16,806	17,497	17,153	26,536	27,073	31,766	29,517	29,872
Other Countries „	3,617	5,103	4,229	4,597	5,466	4,369	5,422	4,599	4,999	5,313
„	105,123	179,795	132,766	153,772	168,432	78,143	123,920	109,314	130,285	139,472
Hemp, Raw:										
China, Hong-Kong Cwt.	7,801	11,419	11,077	9,260	14,815	16,078	21,148	21,572	20,876	30,260
Philippines „	2,767	2,222	3,491	9,180	4,891	6,257	3,977	6,752	21,265	10,324
Other Countries „	2,670	1,746	104	907	2,807	6,287	3,709	259	1,377	5,724
„	13,238	15,387	14,672	19,347	22,513	28,622	28,834	28,583	43,518	46,308
Hides and Skins, Raw:										
Aden Cwt.	1,775	2,913	3,090	8,066	2,651	4,487	7,565	25,895	21,722	9,560
Arabia „	2,483	2,180	1,976	1,505	1,308	6,016	5,775	5,734	4,493	5,158
Ceylon „	6,758	7,043	7,034	7,057	1,120	17,680	17,415	17,393	18,056	22,506
Mekran and Sonmiani „	1,643	494	294	242	3,426	4,036	1,458	862	662	1,118
Persia „	18,195	9,138	7,073	12,595	12,036	47,525	22,367	17,556	34,143	43,917
Straits Settlements „	1,844	1,723	1,800	1,577	3,737	5,143	4,760	5,238	4,239	5,320
Turkey in Asia „	595	450	1,314	781	276	1,605	1,225	4,266	2,269	1,251
Other Countries „	948	784	573	865	1,126	3,147	1,935	3,041	2,409	5,265
„	34,241	24,725	28,154	32,688	30,680	89,639	62,500	79,985	87,993	94,095
Ivory:										
United Kingdom Lb.	103,096	138,607	114,184	115,337	100,489	41,573	56,493	44,594	51,396	44,981
Austria-Hungary „	9,316	6,985	0	1,888	1,064	3,918	3,071	0	638	557
Belgium „	7,824	11,294	12,863	9,803	0	3,231	4,646	5,345	4,035	0
France „	4,681	10,983	10,198	1,766	7,632	2,105	4 752	4,319	732	3,534
Germany „	19,252	21,840	5,153	10,733	29,140	8,097	8,551	2,111	4,466	10,433
Holland „	0	0	10,992	2,502	3,427	0	0	4,520	1,006	1,491
Egypt „	20,809	4,448	2,158	11	0	8,687	1,881	840	5	0
British East Africa „	77,578	54,488	57,649	62,638	46,216	27,853	20,984	20,357	20,950	15,730
Portuguese East Africa „	9,178	8,414	14,397	6,326	3,756	3,030	3,068	4,235	1,861	1,190
Aden „	44,842	43,313	47,803	22,595	9,779	16,585	16,358	17,608	9,074	3,902
Other Countries „	5,387	4,941	3,305	8,210	7,248	2,056	1,580	1,274	2,662	2,966
„	301,963	305,318	278,702	242,309	208,751	117,135	121,384	105,203	96,825	84,784
Jewellery: Precious Stones, and Pearls, Unset:										
United Kingdom	—	—	—	—	—	208,324	444,685	148,328	327,518	52,232
Belgium	—	—	—	—	—	4,464	2,217	8,842	5,707	3,898
France	—	—	—	—	—	109,550	160,882	88,105	59,203	907
Germany	—	—	—	—	—	353	2,998	2,269	1,925	265
Italy	—	—	—	—	—	1,123	7,446	5,544	3,073	949
Abyssinia	—	—	—	—	—	1,500	1,067	5,087	6,000	0
Aden	—	—	—	—	—	15,200	24,076	12,068	19,986	32,870
Arabia	—	—	—	—	—	250,663	269,955	266,577	413,205	167,693
Bahrein Islands	—	—	—	—	—	0	0	0	0	325,780
Ceylon	—	—	—	—	—	40	0	3,107	13,333	0
China, Hong-Kong	—	—	—	—	—	9,230	19,256	1,572	288	701
Persia	—	—	—	—	—	130,657	72,167	34,601	41,408	35,192
Straits Settlements	—	—	—	—	—	31,319	8,743	7,018	327	180
Other Countries	—	—	—	—	—	1,075	875	1,954	2,107	1,873
	—	—	—	—	—	763,498	1,014,367	585,072	894,080	622,540
Lac, Stick:										
Straits Settlements Cwt.	6,546	5,060	2,762	10,159	3,903	14,968	14,979	12,347	42,078	20,895
Other Countries „	0	0	53	40	131	0	0	257	222	815
„	6,546	5,060	2,815	10,199	4,034	14,968	14,979	12,604	42,300	21,710
Pitch, Tar and Dammer:										
United Kingdom Cwt.	132,250	164,258	183,241	201,221	227,248	34,761	45,231	46,947	51,842	58,969
Straits Settlements „	44,623	48,979	45,372	41,876	49,485	14,615	17,602	14,024	12,962	16,768
Other Countries „	1,377	2,605	2,319	3,533	858	431	715	657	780	246
„	178,250	215,842	230,932	246,630	277,591	49,807	63,548	61,628	65,584	75,983

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*						£	£	£	£	£
Seeds:										
United Kingdom Cwt.	1,257	1,243	923	1,312	1,578	5,569	5,924	5,627	5,705	5,957
Germany „	3,949	3,219	2,306	2,225	1,312	2,853	2,545	1,671	1,768	1,187
Holland „	2,669	2,330	2,167	1,412	3,919	1,983	1,749	1,510	1,107	3,143
Ceylon „	2,585	2,278	4,027	6,153	5,525	1,875	1,422	2,514	3,971	6,020
Persia „	10,761	14,805	8,697	11,087	12,354	7,540	9,440	5,211	6,899	9,104
Straits Settlements „	9,950	14,726	4,659	3,981	10,732	5,376	7,159	3,361	2,906	5,678
Other Countries „	18,200	3,065	2,918	8,963	6,046	10,979	3,292	2,761	5,546	5,283
„	42,371	41,666	25,697	35,133	42,066	36,175	31,531	22,655	27,902	36,372
Shells and Cowries:										
Aden	—	—	—	—	—	1,303	1,933	6,385	4,036	2,218
Ceylon	—	—	—	—	—	5,002	5,681	11,658	12,338	14,872
Other Countries	—	—	—	—	—	14,703	7,096	10,524	14,245	16,088
	—	—	—	—	—	21,013	14,710	28,567	30,619	33,178
Silk, Raw:										
Russia Lb.	19,990	1,304	7,388	664	2,029	9,547	650	4,307	399	1,208
China, Hong-Kong „	743,816	773,234	959,334	794,203	614,208	128,821	170,368	218,280	194,617	138,529
„ Treaty Ports „	555,612	481,553	505,067	562,709	435,359	163,757	156,607	182,010	218,169	161,931
Japan „	47	21,242	41,092	90,988	79,786	12	2,769	3,701	9,426	8,324
Siam „	0	0	0	13,575	55,231	0	0	0	1,744	7,283
Straits Settlements „	314,788	261,633	340,129	180,747	220,118	63,892	63,486	79,189	49,713	55,742
Other Countries „	4,936	5,349	5,699	2,810	15,736	1,714	1,422	1,921	535	5,668
„	1,639,189	1,544,315	1,858,709	1,645,696	1,422,467	367,743	395,302	489,408	474,603	378,685
Stone and Marble:										
United Kingdom Cwt.	6,844	5,245	3,568	8,507	9,698	2,296	2,170	1,781	2,990	3,710
Italy „	46,003	56,058	51,083	90,424	74,650	11,320	13,598	13,136	21,527	17,129
Arabia „	142,573	144,925	50,186	100,318	167,116	3,161	3,130	1,137	2,195	4,003
Other Countries „	103,013	156,326	99,368	64,792	33,945	2,012	2,839	2,114	3,398	2,384
„	298,433	362,554	204,205	264,041	285,409	18,789	21,737	18,168	30,110	27,226
Tallow:										
United Kingdom Cwt.	7,003	11,741	15,388	19,127	19,604	13,138	19,992	24,379	29,948	30,890
Belgium „	4,487	7,578	8,099	7,848	6,288	10,088	16,557	15,366	14,647	12,843
Australia „	927	814	3,048	5,091	9,541	1,677	1,341	4,820	7,438	15,174
Other Countries „	509	869	932	2,060	1,404	724	1,652	1,272	2,414	2,082
„	12,926	21,002	27,467	34,126	36,837	25,627	39,542	45,337	54,447	60,989
Wood:										
Teak:										
Straits Settlements Cubic Tons.	7	918	149	4,764	10	45	5,156	652	28,718	46
Java „	0	482	3,815	5,103	6,180	0	3,188	22,304	30,677	37,375
Siam „	32,052	33,175	42,929	61,657	55,281	166,217	195,256	259,990	354,395	366,199
Other Countries „	22	13	22	152	225	159	113	133	699	1,150
„	32,081	34,588	46,915	71,676	61,696	166,421	203,713	283,079	414,489	404,770
Other Timber:										
United Kingdom Cubic Tons.	2,085	2,297	2,188	4,300	1,879	5,383	9,674	11,182	18,393	10,723
Austria-Hungary „	2,677	2,660	3,966	3,227	5,534	11,333	14,379	13,119	12,583	16,064
Norway „	333	1,051	1,552	1,522	1,954	1,702	5,433	8,135	7,223	11,096
Sweden „	213	500	628	715	305	1,124	2,587	3,170	3,280	1,627
British East Africa „	670	584	513	578	329	933	1,170	904	987	668
Canada „	0	2,944	3	0	0	0	8,835	13	0	0
United States „	2,224	1,518	2,961	8,869	93	6,080	7,514	8,994	21,695	158
Ceylon „	4,193	5,254	5,330	5,039	5,616	8,877	10,930	12,025	13,778	16,978
Straits Settlements „	3,826	4,233	5,914	6,475	6,710	14,642	15,521	21,496	22,345	24,518
Siam „	0	269	488	908	1,077	0	1,197	2,590	5,496	1,856
Australia „	797	168	3,928	4,694	8,088	4,537	588	19,982	22,299	31,446
Other Countries „	397	530	909	1,418	1,440	882	1,597	2,918	5,516	5,611
„	17,415	23,008	28,380	37,745	33,025	55,493	79,425	104,528	133,595	123,745
Other Sorts of Wood:	—	—	—	—	—	4,573	4,569	3,969	8,119	10,975
Total, Wood	—	—	—	—	—	226,487	287,707	391,576	556,203	539,490
Wool, Raw:										
United Kingdom Lb.	21,702	31,713	6,166	10,887	15,501	1,345	1,521	524	1,420	2,006
Arabia „	255,220	299,824	4,032	3,080	46,368	3,896	4,807	59	35	677
Mekran and Sonmiani „	608,010	407,800	487,634	573,492	652,687	6,427	4,758	6,651	6,693	7,736
Persia „	1,177,260	1,031,433	1,493,076	2,032,508	1,489,098	22,375	19,405	31,114	39,925	32,034
Australia „	690,629	300,337	106,300	232,032	243,282	19,091	13,453	6,213	10,805	14,970
Other Countries „	3,250	4,330	20,526	51,040	4,301	94	122	815	2,348	210
„	2,756,071	2,075,437	2,117,734	2,908,039	2,451,237	53,228	44,066	45,376	61,226	57,633
Other Sorts, Raw or Unmanufactured	—	—	—	—	—	32,147	43,109	36,484	39,450	47,220
TOTAL, Raw Materials and Unmanufactured Articles	—	—	—	—	—	2,314,521	2,592,835	2,816,070	3,240,895	2,932,141

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:										
Cotton:										
Twist and Yarn:						£	£	£	£	£
Mule and Water—Nos. 1 to 25:										
United Kingdom - - - Lb.	174,595	169,367	226,026	235,353	287,553	6,343	6,855	9,361	10,231	12,513
Ceylon - - - - - - „	164,070	143,200	78,400	149,700	136,450	3,768	2,305	1,665	4,181	3,815
China, Treaty Ports - - „	103	469,690	346,030	131,351	104	2	12,610	10,059	4,200	4
Other Countries - - - „	7,900	43,681	81,285	38,515	1,379	278	1,950	2,329	918	86
„	346,668	830,938	731,741	554,924	425,986	10,391	23,720	23,414	19,530	16,423
Mule and Water—Nos. 26 to 30:										
United Kingdom - - - Lb.	2,197,892	1,317,943	1,824,171	4,831,289	2,072,853	74,729	49,757	76,560	188,680	86,130
Other Countries - - - „	79,382	53,653	6,830	8,951	73,278	2,947	2,064	493	468	3,612
„	2,277,274	1,371,596	1,831,001	4,840,240	2,146,131	77,676	51,821	77,053	189,148	89,742
Mule and Water—Nos. 31 to 40:										
United Kingdom - - - Lb.	7,297,399	6,089,127	6,330,207	10,678,233	9,659,529	262,927	250,663	289,253	455,129	448,857
Other Countries - - - „	5,553	13,623	18,631	11,903	15,172	214	517	1,054	692	838
„	7,302,952	6,102,750	6,348,838	10,690,136	9,674,701	263,141	251,180	290,307	455,821	449,695
Mule and Water—Nos. 41 to 50:										
United Kingdom - - - Lb.	1,101,510	1,091,152	1,095,814	1,775,865	1,796,716	45,378	54,115	56,072	87,224	104,555
Other Countries - - - „	700	380	46	4,432	300	35	37	9	320	36
„	1,102,210	1,091,532	1,095,860	1,780,297	1,797,016	45,413	54,152	56,081	87,544	104,591
Mule and Water—above No. 50:										
United Kingdom - - - Lb.	1,665,066	1,874,587	2,387,751	2,088,111	2,742,710	112,338	136,908	169,647	145,967	210,045
Other Countries - - - „	2,950	810	3,758	5,359	4,300	191	139	569	591	338
„	1,668,016	1,875,397	2,391,509	2,093,970	2,747,040	112,529	137,047	170,216	146,558	210,383
Orange, Red, and Other Colours—Nos. 1 to 20:										
United Kingdom - - - Lb.	1,469,328	1,258,967	555,598	867,693	765,902	67,724	61,110	27,249	41,619	39,072
Austria-Hungary - - - „	291,860	162,902	139,811	219,673	120,517	13,336	7,865	7,838	11,317	6,796
Belgium - - - - - - „	108,576	33,560	42,620	167,277	66,834	3,944	1,512	2,193	6,815	3,014
France - - - - - - „	7,800	57,400	108,260	141,050	99,653	520	3,827	5,839	7,372	4,894
Italy - - - - - - „	144,440	115,920	107,625	98,205	22,100	5,444	4,612	5,582	4,071	812
Other Countries - - - „	14,726	46,485	15,810	31,472	10,252	345	478	753	1,523	498
„	2,036,730	1,675,234	969,724	1,525,370	1,085,258	91,313	79,404	49,454	72,717	55,086
Orange, Red, and Other Colours—Nos. 21 to 25:										
United Kingdom - - - Lb.	1,553,684	1,855,689	786,757	1,307,750	964,002	74,443	95,995	41,299	63,327	51,504
Other Countries - - - „	13,800	18,622	35,859	87,670	63,340	492	695	2,002	4,242	3,594
„	1,572 484	1,874,311	822,616	1,395,420	1,027,342	74,935	96,690	43,301	67,569	55,098
Orange, Red, and Other Colours—Nos. 26 to 30:										
United Kingdom - - - Lb.	886,508	558,147	967,152	761,379	864,503	33,880	24,169	42,820	32,634	41,274
Austria-Hungary - - - „	106,830	106,461	120,541	81,191	162,555	5,350	5,159	6,581	4,372	9,777
Italy - - - - - - „	15,830	38,235	75,240	80,305	43,460	623	1,691	3,716	3,693	2,148
Other Countries - - - „	17,231	15,192	25,911	25,616	31,241	819	721	1,433	1,277	1,703
„	1,026,399	718,035	1,188,844	948,491	1,101,759	40,672	31,740	54,550	41,976	54,902
Orange Red and Other Colours: Nos. 31 to 40:										
United Kingdom - - Lb.	11,774,370	7,610,798	9,310,063	15,623,644	11,204,523	539,193	375,456	496,877	783,335	618,883
Austria-Hungary - - - „	302,320	312,417	446,860	292,600	348,075	14,930	15,584	24,784	16,363	19,555
Belgium - - - - - „	139,910	134,872	235,990	443,734	446,009	3,837	6,667	15,071	22,138	24,722
Italy - - - - - - „	283,770	301,490	569,372	807,380	674,298	14,057	15,982	31,306	42,007	38,022
Other Countries - - - „	3,556	36,084	14,907	49,902	13,991	162	1,909	827	2,686	818
„	12,508,926	8,395,661	10,627,192	17,217,760	12,686,896	575,179	415,598	568,865	866,529	702,000
Orange Red and Other Colours: Nos. 41 to 50:										
United Kingdom - - Lb.	883,052	975,679	819,022	902,933	884,027	50,538	62,948	52,902	57,569	62,902
Italy - - - - - - „	0	4,140	0	42,000	900	0	240	0	2,125	76
Other Countries - - - „	4,853	0	8,321	5,931	13,990	202	0	466	373	1,005
	892,905	979,819	827,343	950,864	898,917	50,740	63,188	53,368	60,067	63,983

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Cotton—*cont.*										
Twist and Yarn—*cont.*										
Orange, Red and Other Colours: Above No. 50:						£	£	£	£	£
United Kingdom - Lb.	578,870	869,371	708,398	976,722	958,701	51,787	82,928	64,720	86,326	98,444
Other Countries - „	2,845	6,474	18,472	19,783	59,721	353	905	2,030	1,679	5,471
„	581,715	875,845	726,870	996,505	1,018,422	52,140	83,833	66,750	88,005	103,915
Unspecified Descriptions:										
United Kingdom - Lb.	2,360,116	2,181,626	3,010,392	2,751,994	3,006,328	137,420	137,711	204,683	185,766	237,906
Other Countries - „	4,905	43,821	3,925	30,771	57,492	176	1,965	300	2,369	5,049
„	2,365,021	2,225,447	3,014,317	2,782,765	3,063,820	137,596	139,676	205,073	188,135	242,955
Total, Twist and Yarn „	33,681,300	28,016,565	30,575,855	45,776,742	37,673,288	1,531,725	1,428,050	1,658,432	2,283,599	2,143,773
Piece Goods:										
Grey (unbleached):										
Chadars, Dhutis, Saris and Scarves:										
United Kingdom Yds.	497,521,476	454,444,255	529,603,424	565,534,325	503,331,747	4,078,798	3,880,855	4,992,647	5,471,508	4,983,649
Austria-Hungary „	0	0	57,169	103,268	120,174	0	0	2,734	4,699	5,638
Italy - - - - „	110,215	5,840	46,243	76,684	99,927	2,057	300	2,145	3,576	4,202
Ceylon - - - - „	259,268	85,879	8,900	49,962	81,226	2,790	839	90	472	848
Other Countries - „	5,064	45,884	538	1,704	50,031	312	1,866	6	22	634
„	497,896,023	454,581,858	529,716,274	565,765,943	503,683,105	4,083,957	3,883,860	4,997,622	5,480,277	4,994,971
Jaconets:										
United Kingdom Yds.	85,762,893	93,241,391	85,574,976	103,034,224	85,833,068	647,247	759,264	708,989	903,864	770,664
Other Countries „	85,759	95,649	826	11,951	18,429	881	1,086	11	106	183
„	85,848,652	93,337,040	85,575,802	103,046,175	85,851,497	648,128	760,350	709,000	903,970	770,847
Jeans, Sheetings and Drills:										
United Kingdom Yds.	15,445,326	13,660,692	14,503,278	17,275,859	14,984,319	145,394	130,079	150,544	177,018	162,575
Austria-Hungary „	1,746,600	210,000	31,264	86,400	60,000	21,202	2,965	463	1,343	960
Holland - - „	25,983	1,200	0	210,000	67,680	210	14	0	2,350	929
Italy - - - - „	303,000	608,400	95,370	305,759	3,400	3,621	8,287	2,087	4,823	42
United States - „	7,441,020	5,807,070	4,096,698	10,168,911	7,611,240	88,707	78,812	65,151	164,876	123,096
Aden - - - - „	0	3,750	0	183,750	68,500	0	56	0	2,565	1,019
China, Treaty Ports „	0	419,400	0	0	310,257	0	5,396	0	0	4,447
Other Countries - „	12,363	159,221	44,150	159,022	195,019	103	1,591	427	2,256	2,894
„	24,974,292	20,869,733	18,770,760	28,389,701	23,300,415	259,237	227,200	218,672	355,231	295,962
Madapollams:										
United Kingdom Yds.	26,641,519	12,082,232	17,944,418	18,849,467	16,289,627	124,023	57,195	98,590	100,942	94,376
Other Countries - „	0	20,040	0	336	0	0	118	0	4	0
„	26,641,519	12,102,272	17,944,418	18,849,803	16,289,627	124,023	57,313	98,590	100,946	94,376
Mulls:										
United Kingdom Yds.	17,948,803	25,149,431	27,456,417	17,511,100	29,784,188	99,647	150,622	195,990	121,972	253,857
Other Countries „	53,933	12,859	8,056	7,230	7,608	681	170	134	120	127
„	18,002,736	25,162,290	27,464,473	17,518,330	29,791,796	100,328	150,792	196,124	122,092	253,984
Shirtings:										
United Kingdom Yds.	612,057,109	465,771,282	517,133,150	905,367,767	625,163,281	4,967,106	3,667,521	4,603,212	5,578,467	5 929,652
Ceylon - - - - „	174,148	122,202	68,079	12,147	83,785	2,179	1,519	626	175	513
Other Countries - „	204,933	168,047	441,269	412,702	264,423	1,487	1,715	4,382	3,596	2,661
„	612,432,240	466,061,531	517,642,498	605,792,616	625,461,489	4,970,772	3,670,755	4,608,220	5,582,238	5,932,826
T-cloths & Domestics:										
United Kingdom Yds.	16,955,511	12,160,397	11,947,306	8,771,903	13,153,568	112,159	87,338	83,934	68,709	114,381
Other Countries - „	184,984	126,922	50,674	29,196	125,326	1,428	1,238	416	335	1,094
„	17,140,495	12,287,319	11,997,980	8,801,099	13,283,894	113,587	88,576	84,350	69,044	115,475
Other Grey Goods:										
United Kingdom Yds.	728,976	706,279	1,029,370	667,010	792,452	7,692	6,065	10,634	7,729	12,824
Other Countries - „	15,248	7,340	22,373	5,469	28,961	178	120	266	56	339
„	744,224	713,619	1,051,743	672,479	821,413	7,870	6,185	10,900	7,785	13,163
Total, Grey Goods „	1,283,689,181	1,85,115,662	1,210,163,948	1,348,836,146	1,298,483,236	10,307,902	8,845,029	10,923,478	12,021,583	12,471,604

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Cotton—*cont.*										
Piece Goods—*cont.*										
White (bleached):										
Cambrics, Twills, Muslins and Lawns:						£	£	£	£	£
United Kingdom - - Yds.	8,130,694	11,879,015	14,539,299	10,236,094	12,455,933	94,231	139,914	173,877	132,290	163,511
Austria-Hungary - - „	1,182,840	804,408	896,431	495,037	375,969	16,968	13,240	15,849	8,452	5,974
Italy - - - - - - „	538,152	498,833	593,348	241,821	634,118	7,801	8,787	10,535	3,824	9,060
Straits Settlements - - „	792,718	932,416	455,210	402,968	597,413	12,369	14,771	7,486	6,376	10,077
Other Countries - - „	180,674	35,685	17,922	14,087	39,651	2,524	472	254	228	686
„	10,825,078	14,150,357	16,502,210	11,390,007	14,103,084	133,893	177,184	208,001	151,170	189,308
Chadars, Dhutis, Saris and Scarves:										
United Kingdom - - Yds.	52,787,804	54,648,013	56,530,074	59,063,585	52,136,276	453,860	501,296	547,840	609,818	537,526
Other Countries - - „	33,116	6,979	29,823	14,351	8,930	634	240	946	414	261
„	52,820,420	54,654,992	56,559,897	59,077,936	52,145,206	454,494	501,536	548,786	610,232	537,787
Checks, Spots and Stripes:										
United Kingdom - - Yds.	5,949,482	6,474,202	7,561,909	5,390,960	5,193,046	47,914	58,113	71,852	53,451	52,150
Other Countries - - „	0	16,024	1,061	25,740	3,946	0	373	14	989	103
„	5,949,482	6,490,226	7,562,961	5,416,700	5,196,992	47,914	58,486	71,866	54,440	52,253
Drills and Jeans:										
United Kingdom - - Yds.	3,575,724	4,142,050	7,619,786	9,050,041	3,412,898	53,261	61,088	117,521	142,403	59,377
United States - - „	23,000	38,669	15,284	263,600	0	331	556	279	4,303	0
Other Countries - - „	24,849	2,476	150,789	86,017	109,174	441	43	2,891	1,378	1,609
„	3,623,573	4,183,195	7,785,859	9,399,658	3,522,072	54,033	61,687	120,751	148,084	60,986
Jaconets:										
United Kingdom - - Yds.	15,472,220	17,042,993	29,755,418	24,014,551	18,908,589	153,988	192,049	332,917	278,108	250,743
Austria-Hungary - - „	66,170	58,130	111,430	30,330	22,980	1,882	1,766	3,670	886	682
Holland - - - „	127,947	845,242	776,438	763,155	988,737	1,309	7,603	7,292	10,295	12,459
Other Countries - - „	50,475	45,442	55,228	90,106	218,112	616	803	1,200	1,310	3,386
„	15,716,812	17,998,807	30,698,514	24,898,142	20,088,418	162,795	202,221	345,079	290,599	267,270
Longcloths:										
United Kingdom - - Yds.	1,624,374	1,568,168	2,008,769	2,858,179	1,423,044	25,333	25,831	32,755	43,060	25,188
Other Countries - - „	48,283	46,539	41,013	23,209	29,866	803	746	620	364	518
„	1,672,657	1,614,707	2,049,782	2,881,388	1,452,910	26,136	26,577	33,375	43,424	25,706
Mulls:										
United Kingdom - - Yds.	81,272,767	101,992,880	134,879,809	103,688,371	135,513,458	690,525	879,851	1,225,997	996,128	1,328,210
Other Countries - - „	61,005	122,317	14,166	23,324	66,928	937	1,516	367	587	1,046
„	81,333,775	102,115,197	134,893,975	103,711,695	135,580,386	691,462	881,367	1,226,364	996,715	1,329,256
Nainsooks:										
United Kingdom - - Yds.	134,640,287	180,880,718	175,654,801	228,401,418	174,005,178	980,744	1,339,156	1,358,449	1,878,535	1,383,814
Austria-Hungary - - „	192,140	386,147	788,511	426,799	236,729	5,957	12,364	25,142	10,303	6,824
Italy - - - - - „	263,581	503,454	704,010	73,526	207,344	7,872	15,532	21,791	2,165	6,693
Other Countries - - „	70,071	76,616	80,663	231,098	60,487	978	1,338	1,515	3,073	1,524
„	135,166,079	181,846,935	177,227,985	229,132,841	174,509,738	995,551	1,368,390	1,406,897	1,894,076	1,398,855
Shirtings:										
United Kingdom - - Yds.	67,833,403	62,629,988	125,228,025	103,271,333	69,757,546	682,242	643,650	1,272,516	1,171,907	821,640
Belgium - - - - „	118,129	33,953	512,566	1,181,761	1,268,707	1,459	383	6,858	17,861	19,053
Holland - - - - „	2,760,582	2,613,652	3,220,720	5,142,323	3,468,198	34,071	31,762	44,295	70,861	50,084
Other Countries - - „	40,139	75,062	59,521	26,274	30,640	413	906	729	409	324
„	70,752,253	65,352,655	129,020,832	109,621,696	74,525,091	718,185	676,701	1,324,398	1,261,038	891,101
Other White Goods:										
United Kingdom - - Yds.	11,449,207	17,097,148	20,732,293	15,873,183	13,516,036	110,935	169,430	202,270	176,953	161,208
Belgium - - - - „	368,948	150,774	355,341	563,683	68,667	5,040	1,931	5,751	7,845	1,061
Germany - - - „	151,408	219,543	542,826	425,761	99,638	2,838	4,002	9,371	8,018	1,984
Other Countries - - „	148,554	463,842	365,704	357,020	158,447	2,911	8,259	5,680	6,442	2,921
„	12,118,117	17,931,307	21,996,164	17,219,647	13,842,788	121,724	183,622	223,072	199,258	167,174
TOTAL, White Goods - - „	389,978,246	466,338,378	584,298,179	572,749,710	494,966,685	3,406,187	4,137,771	5,508,589	5,649,036	4,919,696

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED —*cont.*										
Cotton—*cont.*										
Piece Goods—*cont.*										
Coloured, Printed, or Dyed:										
Cambrics, Twills, and Muslins:						£	£	£	£	£
United Kingdom - Yds.	77,323,549	71,315,323	66,024,610	78,545,329	81,783,082	526,186	504,941	572,990	640,274	660,103
Austria-Hungary - „	187,250	66,260	290,983	377,962	200,315	1,567	848	3,259	3,822	2,628
Other Countries - „	134,178	135,764	147,541	233,237	203,753	2,157	3,038	3,603	4,774	4,529
„	77,644,977	71,517,347	66,463,134	79,156,528	82,192,150	529,910	508,827	579,852	648,870	667,260
Chadars, Dhutis, Saris, and Scarves:										
United Kingdom - Yds.	45,618,980	55,884,402	53,385,518	61,251,594	60,047,018	620,376	762,996	788,246	903,409	928,732
Austria-Hungary - „	257,352	287,560	460,239	253,257	120,499	11,832	12,585	19,566	11,614	6,294
Belgium - - „	0	249,074	891,403	776,680	194,302	0	3,595	13,908	15,653	3,839
France - - - „	1,216,343	1,458,062	1,229,176	1,553,292	1,505,236	15,446	20,886	16,442	25,475	26,881
Germany - - „	134,738	137,236	173,903	366,867	345,036	5,482	6,219	8,940	18,131	15,467
Holland - - „	8,128,525	8,861,343	8,131,587	9,121,670	10,560,449	93,822	120,751	135,714	142,589	174,903
Ceylon - - - „	343,762	147,804	16,511	5,304	42,761	5,645	2,868	366	108	585
Straits Settlements „	66,146	92,841	217,019	157,634	334,638	1,228	1,650	5,396	2,874	6,361
Other Countries - „	930	4,580	75,184	21,201	26,715	43	48	940	400	549
„	55,766,776	67,120,902	64,580,540	73,507,499	73,176,707	753,874	931,598	989,518	1,120,253	1,163,611
Drills:										
United Kingdom - Yds.	5,505,487	5,503,259	4,692,202	6,407,558	5,205,250	109,116	112,037	100,856	132,089	109,045
Italy - - - „	0	27,854	205,180	557,130	754,927	0	457	3,571	10,469	13,696
Other Countries - „	103,438	103,384	191,832	373,958	457,504	1,058	1,163	2,629	4,815	7,380
„	5,608,925	5,634,497	5,089,244	7,338,646	6,417,681	110,174	113,657	107,056	147,373	130,121
Jaconets:										
United Kingdom - Yds.	5,043,214	5,025,487	4,363,202	5,347,999	5,223,241	50,923	52,293	46,912	59,737	60,778
Mulls:										
United Kingdom - Yds.	1,673,891	1,961,474	3,130,515	1,881,699	1,254,794	15,280	17,897	27,445	18,082	13,972
Other Countries - „	0	1,502	73	1,959	0	0	18	2	49	0
„	1,673,891	1,962,976	3,130,588	1,883,658	1,254,794	15,280	17,915	27,447	18,131	13,972
Prints and Chintz:										
United Kingdom - Yds.	155,207,392	170,624,445	180,895,090	183,983,399	190,746,869	1,398,692	1,730,283	1,950,394	1,905,665	2,082,156
Austria-Hungary - „	255,172	118,792	127,686	178,847	65,614	2,748	1,397	1,472	2,426	780
Belgium - - „	69,524	94,198	134,118	414,497	465,924	1,412	2,213	2,511	7,956	8,970
Italy - - - „	246,557	147,064	282,503	185,240	280,589	3,013	1,754	3,245	2,295	3,829
Other Countries - „	335,684	295,719	111,718	116,850	281,165	3,636	3,678	1,509	1,964	3,947
„	156,104,339	171,280,218	181,551,115	184,878,833	191,840,161	1,409,501	1,739,325	1,959,131	1,920,306	2,099,682
Shirtings:										
United Kingdom - Yds.	63,667,820	64,326,417	62,379,075	79,893,847	70,771,843	545,232	561,862	581,781	746,180	698,881
Straits Settlements „	954,256	762,020	587,195	387,292	320,413	8,639	7,868	5,861	4,270	3,480
Other Countries - „	265,445	103,232	220,663	127,503	26,607	2,600	1,183	2,516	1,713	388
„	64,887,521	65,191,669	63,186,933	80,408,642	71,118,863	556,471	570,913	590,158	752,163	702,749
Other Coloured, etc. Goods:										
United Kingdom - Yds.	61,417,652	87,044,162	96,669,784	99,009,324	85,409,787	799,030	1,172,259	1,464,114	1,390,393	1,276,387
Austria-Hungary - „	596,585	993,951	1,306,210	1,151,700	689,941	26,182	44,914	57,221	44,174	28,258
Belgium - - „	1,512,916	1,834,741	2,582,794	3,527,586	2,567,622	40,318	56,400	78,706	98,694	77,586
France - - - „	144,900	143,667	159,074	78,511	52,312	5,375	3,753	4,960	2,278	1,775
Germany - - „	865,004	1,204,574	1,604,610	1,812,604	1,633,579	33,412	42,104	56,664	57,692	55,693
Holland - - „	230,791	126,859	240,482	435,275	370,089	4,931	2,729	5,332	9,371	8,587
Italy - - - „	1,436,453	1,716,129	2,239,462	2,717,404	2,234,865	52,155	63,037	80,515	89,316	76,889
United States - „	613,280	335,464	3,162	23,203	27,866	9,764	5,341	72	436	581
Japan - - - „	10,570	46,125	158,598	161,475	109,058	171	689	2,115	2,887	1,619
Other Countries - „	104,082	90,478	590,097	207,786	431,627	2,097	1,703	8,077	2,974	6,045
„	66,932,233	93,536,150	105,554,273	109,124,818	93,526,746	973,435	1,392,928	1,757,776	1,698,215	1,553,420
TOTAL, Coloured, Printed or Dyed Goods „	433,661,876	481,269,246	493,919,029	541,646,623	524,750,343	4,399,568	5,327,456	6,057,859	6,365,048	6,371,593
TOTAL, Cotton Piece Goods - „	2,107,320,303	2,032,723,286	2,288,381,156	2,463,232,479	2,318,200,264	18,113,657	18,310,256	22,489,917	24,635,667	23,762,893

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Cotton—*cont.*										
						£	£	£	£	£
Canvas:										
United Kingdom - - - - Yds.	64,863	69,215	120,486	142,933	106,489	2,089	2,206	6,186	5,523	4,205
Other Countries - - - - „	15,704	47,397	31,311	50,230	93,499	290	393	517	719	1,258
„	80,567	116,612	151,797	193,163	199,988	2,379	2,599	6,703	6,242	5,463
Handkerchiefs and Shawls in the Piece:										
United Kingdom - - - - No.	11,004,600	17,305,847	13,235,388	17,672,684	24,997,699	80,039	162,385	143,377	206,197	209,484
Austria-Hungary - - - - „	106,139	329,798	469,848	342,260	221,274	1,144	3,816	4,121	4,321	4,842
Belgium - - - - - - „	26,397	18,400	55,290	48,874	16,689	1,042	592	2,829	1,880	1,062
Germany - - - - - - „	28,162	55,257	78,601	164,594	176,983	2,566	2,417	7,369	14,338	17,898
Holland - - - - - - „	87,630	91,851	133,800	1,344	55,138	3,037	3,548	5,366	27	1,860
Italy - - - - - - - „	129,425	514,306	349,428	141,326	425,546	1,121	2,384	3,301	5,684	6,053
Other Countries - - - - „	34,990	8,270	44,643	19,508	14,887	332	154	297	592	299
„	11,417,343	18,323,729	14,366,998	18,390,590	25,908,216	89,281	175,296	166,660	233,089	241,498
Hosiery, pure and mixed:										
United Kingdom - - - - - -	—	—	—	—	—	34,397	38,406	30,337	27,011	20,468
Austria-Hungary - - - - - -	—	—	—	—	—	21,935	41,455	58,121	32,933	28,996
Belgium - - - - - - - -	—	—	—	—	—	6,144	10,578	14,576	27,412	19,399
France - - - - - - - -	—	—	—	—	—	17,500	32,180	28,476	15,467	15,4 5
Germany - - - - - - - -	—	—	—	—	—	42,579	56,864	82,229	90,390	68,754
Italy - - - - - - - -	—	—	—	—	—	64,225	72,466	84,925	65,095	46,521
Spain - - - - - - - -	—	—	—	—	—	11,726	16,371	31,619	37,287	2,252
Ceylon - - - - - - - -	—	—	—	—	—	4,466	9,004	920	1,385	2,014
China, Hong Kong - - - - - -	—	—	—	—	—	901	6,019	14,235	5,420	3,011
Japan - - - - - - - -	—	—	—	—	—	7,292	41,200	84,828	112,188	153,541
Straits Settlements - - - -	—	—	—	—	—	2,039	9,278	16,788	3,563	12,702
Other Countries - - - - - -	—	—	—	—	—	1,904	799	2,588	1,361	1,040
	—	—	—	—	—	214,207	334,620	449,642	420,112	374,183
Lace and Patent Net:										
United Kingdom - - - - Yds.	2,217,946	2,103,840	1,529,732	2,035,975	1,101,130	26,566	32,351	23,334	26,605	22,940
Austria-Hungary - - - - „	93,568	7,416	2,351	13,879	13,417	1,043	338	124	473	591
Germany - - - - - - „	81,943	17,899	29,859	69,380	80,506	3,691	1,201	1,835	3,961	4,739
Other Countries - - - - „	21,502	14,495	16,465	37,688	35,254	808	409	808	964	1,177
„	2,414,959	2,143,650	1,578,407	2,156,922	1,230,307	32,108	34,299	26,101	32,003	29,447
Rope:										
United Kingdom - - - - Lb.	212,315	251,812	308,719	406,983	462,897	8,762	10,249	13,271	17,267	21,652
Other Countries - - - - „	1,628	0	1,794	4,165	6,910	76	0	103	219	275
„	213,943	251,812	310,513	411,148	469,807	8,838	10,249	13,374	17,486	21,927
Thread, Sewing:										
United Kingdom - - - - Lb.	1,019,458	939,440	981,383	1,020,616	1,008,329	135,290	133,535	136,906	146,366	151,857
Austria-Hungary - - - - „	103,158	83,090	116,437	111,252	96,434	8,912	8,179	10,769	10,646	9,712
Belgium - - - - - - „	15,404	22,206	24,452	68,494	72,508	1,940	1,753	2,357	5,905	5,911
Germany - - - - - - „	39,505	22,524	7,629	79,067	92,001	3,541	2,212	892	6,841	7,928
Other Countries - - - - „	3,618	7,155	8,700	12,675	10,425	456	907	957	1,005	687
„	1,181,143	1,074,415	1,138,601	1,292,104	1,279,697	150,139	146,586	151,881	170,763	176,095
Other Cotton Manufactures:										
United Kingdom - - - - Lb.	1,715,759	2,419,775	3,282,856	4,220,898	4,345,182	60,650	84,009	133,651	191,662	197,431
Austria-Hungary - - - - „	100,358	406,576	639,097	346,654	212,799	5,327	14,810	27,493	19,969	17,014
Belgium - - - - - - „	1,602,892	1,975,022	3,136,240	4,495,132	2,958,189	44,689	60,917	103,999	138,413	92,484
Germany - - - - - - „	726,823	1,318,534	3,335,706	3,219,992	5,119,379	24,686	38,906	91,267	107,326	156,880
Holland - - - - - - „	762,886	1,292,773	1,804,185	928,838	1,436,038	18,103	31,268	42,158	35,109	52,087
Italy - - - - - - - „	45,082	21,102	52,928	24,176	2,778	1,156	812	1,920	1,249	265
Other Countries - - - - „	8,556	20,964	33,075	100,859	50,536	663	1,041	1,443	2,709	1,886
„	4,961,856	7,454,746	12,284,087	13,336,549	14,124,901	155,274	231,763	401,831	496,437	518,047
Total Cotton (excluding Twis and Yarn) - - - - - -	—	—	—	—	—	18,765,883	19,245,668	23,706,109	26,011,799	25,129,553

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Flax:						£	£	£	£	£
Canvas:										
United Kingdom - - - - Yds.	1,639,493	1,853,700	2,223,115	2,065,119	1,885,012	66,353	69,255	83,549	75,669	75,852
Other Countries - - - - „	25,828	57,347	15,141	5,569	1,915	2,114	3,928	369	377	148
„	1,665,321	1,911,047	2,238,256	2,070,688	1,886,927	68,467	73,183	83,918	76,046	76,040
Piece Goods:										
United Kingdom - - - - Yds.	1,362,509	1,529,019	1,485,256	1,700,774	1,268,782	31,509	36,174	33,334	36,306	31,529
Austria Hungary - - - - „	2,002	228	303	66	132,225	50	15	24	3	4,059
Belgium - - - - - - „	174,874	116,813	200,347	167,381	16,358	5,126	3,565	6,162	5,117	599
Other Countries - - - - „	16,197	3,318	4,935	7,908	10,023	436	168	124	255	309
„	1,555,582	1,649,378	1,690,841	1,876,129	1,427,388	37,121	39,922	39,644	41,681	36,496
Other Sorts (including Twist and Yarn)	—	—	—	—	—	18,502	18,803	19,108	19,872	22,620
Total, Flax - - - - - - -	—	—	—	—	—	124,090	131,908	142,670	137,599	135,156
Hemp:										
Cloth:										
United Kingdom - - - Yds.	165,000	114,529	189,765	68,970	43,219	4,232	3,439	4,493	1,997	1,755
Other Countries - - - - „	33,040	30,927	19,887	27,397	9,773	962	1,189	784	1,007	400
„	198,040	145,456	209,652	96,367	52,992	5,194	4,628	5,282	3,004	2,155
Jute:										
Gunny Bags:										
United Kingdom - - - No.	1,302	3,506	361,100	468,504	13,833	19	46	4,181	6,632	141
Ceylon - - - - - - - „	3,799,391	4,026,533	3,696,415	3,687,987	4,242,920	33,814	38,382	36,826	40,251	47,510
Straits Settlements - - - „	115,295	86,416	80,202	95,501	76,387	1,161	887	804	1,439	1,104
Other Countries - - - - „	172,422	217,240	146,653	269,657	92,753	881	1,357	1,228	2,724	1,214
„	4,088,410	4,333,695	4,284,370	4,521,649	4,425,893	35,875	40,672	43,039	51,046	49,969
Canvas:										
United Kingdom - - - - Yds.	1,188,207	1,353,528	1,323,419	1,356,707	1,230,762	22,181	25,823	25,552	28,525	28,073
Other Countries - - - - „	15,824	11,147	25,934	20,395	13,062	330	260	1,163	652	304
„	1,204,031	1,364,675	1,349,353	1,377,102	1,243,824	22,511	26,083	26,715	29,176	28,377
Other Jute Manufactures (including Twist and Yarn) - - -	—	—	—	—	—	6,128	8,416	7,786	9,600	9,658
Total, Jute Manufactures -	—	—	—	—	—	64,514	75,171	77,540	89,822	88,004
Silk:										
Piece Goods:										
United Kingdom - - - - Yds.	1,079,720	825,620	998,376	598,175	475,394	72,239	55,193	57,904	45,333	35,296
Austria-Hungary - - - - „	8,616	22,459	44,322	21,194	12,047	991	1,843	2,594	1,298	679
Belgium - - - - - - „	2,176	23,287	104,751	37,586	75,888	178	1,489	5,130	1,958	4,077
France - - - - - - - „	1,435,413	824,282	1,046,641	916,301	772,918	103,075	56,995	64,432	54,694	52,876
Germany - - - - - - „	30,047	39,553	55,743	34,829	99,674	1,772	2,380	3,418	2,531	5,915
Italy - - - - - - - „	147,099	124,447	229,102	86,427	51,288	9,930	7,087	14,029	6,382	5,430
Russia - - - - - - - „	21,208	14,000	7,277	11,545	6,001	1,721	1,070	586	717	374
Ceylon - - - - - - - „	26,149	14,560	10,595	16,196	9,138	1,805	849	614	1,021	920
China, Hong-Kong - - - „	1,866,833	1,473,712	1,522,655	1,896,974	1,803,798	98,721	81,916	81,915	100,129	103,237
„ Treaty Ports - - - „	2,187,213	2,228,417	2,346,082	2,226,684	1,782,511	136,493	146,238	138,016	143,480	119,441
Japan - - - - - - - „	7,638,767	12,129,783	8,773,975	9,554,574	11,157,501	288,811	444,431	336,665	394,586	481,929
Persia - - - - - - - „	350	730	16,540	24,649	21,753	46	68	1,572	2,720	2,369
Straits Settlements - - - „	532,589	134,655	3,708,436	84,079	132,967	21,170	7,246	123,993	4,014	6,223
Other Countries - - - - „	65,103	16,749	21,707	16,068	2,872	4,403	934	761	594	267
„	15,041,283	17,872,254	18,886,202	15,525,281	16,403,750	741,355	807,739	831,629	759,457	819,033
Goods of Silk mixed with other Materials:										
United Kingdom - - - - Yds.	358,641	387,630	266,682	207,132	165,005	19,529	23,006	14,704	11,250	10,415
Austria-Hungary - - - - „	84,682	171,124	259,161	201,727	45,511	4,728	9,833	14,426	11,830	2,559
Belgium - - - - - - „	315,973	542,371	745,135	875,662	849,462	20,146	35,344	39,869	47,129	46,322
France - - - - - - - „	1,718,126	2,049,794	2,989,212	2,164,743	1,863,589	73,154	85,735	130,418	90,025	78,024
Germany - - - - - - „	357,902	464,496	768,291	598,367	557,283	25,180	33,509	50,217	40,559	38,201
Holland - - - - - - „	200,505	172,492	94,519	1,532	31,535	7,978	7,450	4,261	76	871
Italy - - - - - - - „	433,365	348,877	511,212	428,829	520,421	19,351	15,410	22,250	17,212	24,442
Egypt - - - - - - - „	80,391	81,795	115,416	58,596	0	2,764	2,900	3,804	2,001	0
China, Hong-Kong - - - „	141,010	133,783	199,672	157,923	60,754	7,734	9,230	11,445	9,246	3,661
Other Countries - - - - „	26,008	38,093	21,698	23,120	16,673	1,541	2,068	955	1,307	713
„	3,716,603	4,390,455	5,970,998	4,717,631	4,110,233	182,105	224,485	292,349	230,635	205,208
Silk, Yarn, Noils and Warps:*										
United Kingdom - - - - Lb.	—	—	—	103,351	113,807	—	—	—	38,327	43,832
Austria-Hungary - - - - „	—	—	—	241,310	50,101	—	—	—	72,306	17,102
France - - - - - - - „	—	—	—	11,569	38,547	—	—	—	1,386	3,717
Italy - - - - - - - „	—	—	—	547,392	416,425	—	—	—	124,237	102,209
Egypt - - - - - - - „	—	—	—	89,400	7,200	—	—	—	24,328	2,855
Japan - - - - - - - „	—	—	—	12,069	30,297	—	—	—	4,049	11,325
Other Countries - - - - „	—	—	—	1,818	14,239	—	—	—	337	4,384
„	—	—	—	1,006,909	670,616	—	—	—	264,970	185,424
Thread, Sewing - - - - - Lb.	4,121	3,609	5,594	2,683	1,417	1,778	1,783	2,326	1,330	841

* From April, 1905.

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*											
Silk—*cont.*							£	£	£	£	£
Other Sorts:											
United Kingdom	Lb.	162,602	144,388	110,263	11,394	10,038	58,128	54,620	40,820	2,658	2,833
Austria-Hungary	,,	59,883	110,526	248,386	446	161	12,917	28,287	82,106	198	102
France	,,	61,219	47,778	52,902	785	25	4,009	6,762	11,566	205	4
Germany	,,	54,921	5,330	9,355	1,326	3,205	3,158	575	1,101	592	560
Italy	,,	533,118	432,496	507,496	24,985	3,300	72,716	71,689	115,761	6,233	216
Egypt	,,	31,163	72,805	88,973	1,512	2,640	10,679	25,267	30,495	856	190
Other Countries	,,	1,391	3,198	10,013	963	4,795	1,370	1,108	3,947	539	2,286
	,,	904,297	816,521	1,027,388	41,411	24,164	162,977	188,308	285,796	11,281	6,191
TOTAL, Silk Manufactures		—	—	—	—	—	1,088,215	1,222,315	1,412,100	1,267,673	1,216,697
Wool:											
Braids:											
United Kingdom	Lb.	84,669	112,683	115,509	87,419	121,718	8,136	9,869	13,260	11,475	14,612
Austria-Hungary	,,	105,382	80,373	131,577	68,725	38,529	10,964	8,199	14,688	7,806	4,676
Germany	,,	2,337	6,389	8,142	10,865	4,037	330	714	634	1,513	550
Other Countries	,,	2,095	2,245	2,953	4,575	6,530	197	250	401	610	576
	,,	194,483	201,690	258,181	171,584	170,814	19,627	19,032	28,983	21,404	20,414
Carpets and Rugs:											
United Kingdom	Lb.	370,935	575,753	978,830	919,335	723,653	26,344	41,181	61,724	62,399	48,700
Austria-Hungary	,,	421	369	97 191	66.378	444	38	28	5,622	2,793	49
France	,,	32,697	97,020	173.478	266,690	186,727	2,434	5,927	12,023	18,802	13,636
Germany	,,	97,873	181,639	117,166	88,217	72,790	5,525	9,475	8,734	6,701	4,815
Persia	,,	35,843	23,888	24,475	41,226	15,411	3,734	2,503	2,778	4,454	1,676
Other Countries	,,	4 966	8,523	2,949	16,159	17,030	345	669	2,362	1,326	1,569
	,,	542,735	887,192	1,421,089	1,398,005	1,016,055	38,420	59,783	93,243	96,475	70,445
Hosiery *:											
United Kingdom	Lb.	—	—	—	307,702	253,296	—	—	—	55,211	46,499
Austria-Hungary	,,	—	—	—	7,210	12,754	—	—	—	1,983	1,997
Germany	,,	—	—	—	13,448	13,312	—	—	—	2,172	2,639
Other Countries	,,	—	—	—	5,411	8,182	—	—	—	964	2,573
	,,	—	—	—	333,771	287,544	—	—	—	60,330	53,708
Piece Goods:											
United Kingdom	Yds.	8,427,718	11,618,064	15,756,609	12,836,450	10,978,974	502,820	702,823	912,160	784,155	688,740
Austria-Hungary	,,	351,265	821,914	1,715,035	808,718	188,438	17,202	34,339	63,631	34,719	10,872
Belgium	,,	161,585	178,710	363,426	385,059	362,016	12,905	16,398	25,630	25,571	25,028
France	,,	96,793	253,427	406,654	354,880	248,293	4,276	10,537	16,440	13,603	11,648
Germany	,,	1,659,689	2,110,273	5,021,693	5,189,706	3,342,227	90,271	119,352	250,196	236,486	178,415
Holland	,,	43,470	76,431	140,320	102,915	74,811	2,961	5,053	11,913	11,723	7,986
Italy	,,	99,089	241,667	314,917	288,954	97,040	5,105	10,415	15,763	15,973	5,813
Other Countries	,,	23,886	34,907	23,546	14,308	30,788	1,257	1,452	1,185	837	1,673
	,,	10,863,495	15,335,393	23 742,250	19,980,990	15,322,617	636,797	900,369	1,296,924	1,123,067	930,175
Shawls:											
United Kingdom	No.	283,948	604,415	321,469	51,393	36,464	48,006	97,258	54,322	8,238	5,418
Austria-Hungary	,,	68,200	151,109	233,321	128,275	168,612	8,382	14,206	26,747	11,372	10,721
Germany	,,	473,245	1,034,401	1,820,176	921,907	564,761	76,466	158,808	312,416	161,969	86,966
Other Countries	,,	8,244	16,338	106,083	11,283	20,281	677	1,287	14,010	2,429	2,857
	,,	833,637	1,806,263	2,481,049	1,112,858	790,118	133,531	271,559	407,495	184,058	105,962
Yarn and Knitting Wool *:											
United Kingdom	Lb.	—	—	—	263,869	239,014	—	—	—	22,606	23,445
Austria-Hungary	,,	—	—	—	50,323	39,682	—	—	—	6,701	5,889
Belgium	,,	—	—	—	5,349	36,934	—	—	—	591	5,985
Germany	,,	—	—	—	270,168	635,025	—	—	—	35,348	98,707
Italy	,,	—	—	—	9,359	28,036	—	—	—	1,363	4,814
Other Countries	,,	—	—	—	25	283	—	—	—	3	36
	,,	—	—	—	599,093	979,024	—	—	—	66,612	138,876
Other Sorts:											
United Kingdom	Lb.	712,700	1,043,129	1,345,352	879,944	775,306	67,167	95,266	112,318	49,719	39,280
Austria-Hungary	,,	51,024	264,886	230,480	7,092	5,341	5,043	30,296	29,105	420	405
Belgium	,,	30,005	24,776	44,615	66,283	45,944	1,042	1,618	2,401	2,791	1,265
France	,,	90,102	79,428	93,719	114,157	53,054	2,412	2,534	3,149	3,373	1,609
Germany	,,	332,100	565,733	701,648	62,620	64,170	28,887	52,476	72,071	5,718	5,202
Italy	,,	82,046	93,311	77,574	30,072	2,322	3,635	5,219	3,041	962	146
Other Countries	,,	10,625	19,838	23,603	53,446	22,390	713	1,426	2,222	1,363	624
	,,	1,308,602	2,091,101	2,516,991	1,213,614	968,527	108,899	188,835	224,307	64,846	48,531
TOTAL, Wool Manufactures		—	—	—	—	—	937,274	1,439,578	2,050,952	1,616,792	1,368,111
TOTAL, Yarns and Textile Fabrics		—	—	—	—	—	22,516,895	23,547,318	29,053,085	31,410,288	30,088,449
Apparel:											
Apparel, including drapery, uniforms, &c., but excluding hosiery:											
United Kingdom		—	—	—	—	—	529,879	568,815	587,405	281,330	203,909
Austria-Hungary		—	—	—	—	—	159,889	183,689	221,259	25,474	16,899
Belgium		—	—	—	—	—	9,474	15,405	22,177	3,626	3,757
France		—	—	—	—	—	165,786	166,008	210,455	5,557	2,362
Germany		—	—	—	—	—	55,616	72,340	83,897	28,561	17,266
Holland		—	—	—	—	—	2,082	3,709	1,568	1,858	401
Italy		—	—	—	—	—	22,833	27,283	35,409	7,587	6,936
Russia		—	—	—	—	—	12,023	17,305	6,128	678	89
United States		—	—	—	—	—	1,821	3,522	3,152	990	1,820
Ceylon		—	—	—	—	—	9,706	12,342	5,835	4,948	4,245
China, Hong-Kong		—	—	—	—	—	7,464	11,194	11,041	5,150	5,003
,, Treaty Ports		—	—	—	—	—	9,376	4,742	5,758	4,739	4,609
Japan		—	—	—	—	—	29,145	31,348	41,421	28,344	28,386
Straits Settlements		—	—	—	—	—	23,443	22,941	23,520	13,471	12,576
Other Countries		—	—	—	—	—	3,627	3,645	3,708	2,699	3,019
		—	—	—	—	—	1,042,164	1,144,288	1,262,733	415,012	312,267

* From April, 1905.

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*											
Apparel—*cont.*							£	£	£	£	£
Boots and Shoes:											
United Kingdom	Pairs	689,789	895,788	1,055,672	1,077,695	833,711	130,559	163,976	181,628	197,900	168,637
Austria-Hungary	„	84,401	151,011	181,117	157,001	112,088	7,735	13,318	15,478	14,287	10,456
Germany	„	15,043	22,720	72,514	23,034	22,238	1,403	2,384	5,264	2,101	1,681
Italy	„	1,027	16,695	68,680	85,558	74,557	241	675	2,599	3,399	3,133
Spain	„	3,100	15,865	36,998	112,424	85,691	193	634	1,408	4,130	2,871
United States	„	6,074	5,637	10,475	9,752	9,386	1,758	1,262	3,483	3,504	3,701
Straits Settlements	„	30,475	24,105	27,603	23,748	33,432	2,186	1,986	1,834	1,388	1,222
Other Countries	„	23,450	54,786	160,156	114,225	106,816	1,281	1,982	18,881	3,885	2,172
	„	853,359	1,186,607	1,613,215	1,603,437	1,277,919	145,356	186,217	230,575	229,694	193,873
Gold and Silver Thread: *											
United Kingdom		—	—	—	—	—	—	—	—	3,379	1,412
Austria-Hungary		—	—	—	—	—	—	—	—	22,377	15,083
France		—	—	—	—	—	—	—	—	167,457	178,855
Germany		—	—	—	—	—	—	—	—	8,391	17,559
Russia		—	—	—	—	—	—	—	—	4,277	5,029
Egypt		—	—	—	—	—	—	—	—	3,114	3,138
Other Countries		—	—	—	—	—	—	—	—	1,891	698
		—	—	—	—	—	—	—	—	210,886	221,765
Haberdashery and Millinery: *											
United Kingdom		—	—	—	—	—	—	—	—	333,004	351,984
Austria-Hungary		—	—	—	—	—	—	—	—	102,814	101,949
Belgium		—	—	—	—	—	—	—	—	8,933	11,876
France		—	—	—	—	—	—	—	—	30,241	29,375
Germany		—	—	—	—	—	—	—	—	52,779	77,566
Holland		—	—	—	—	—	—	—	—	1,113	560
Italy		—	—	—	—	—	—	—	—	19,391	19,130
United States		—	—	—	—	—	—	—	—	2,330	1,670
China, Hong-Kong		—	—	—	—	—	—	—	—	2,652	3,599
Japan		—	—	—	—	—	—	—	—	14,639	20,234
Straits Settlements		—	—	—	—	—	—	—	—	2,347	4,164
Other Countries		—	—	—	—	—	—	—	—	1,770	1,967
		—	—	—	—	—	—	—	—	572,013	623,924
Hats, Caps, Bonnets, and Hatters' Ware: *											
United Kingdom		—	—	—	—	—	—	—	—	28,601	34,137
Austria-Hungary		—	—	—	—	—	—	—	—	7,814	4,453
Germany		—	—	—	—	—	—	—	—	1,927	1,560
Italy		—	—	—	—	—	—	—	—	8,901	13,364
China, Hong-Kong		—	—	—	—	—	—	—	—	1,146	106
Straits Settlements		—	—	—	—	—	—	—	—	2,083	2,239
Other Countries		—	—	—	—	—	—	—	—	812	539
		—	—	—	—	—	—	—	—	51,287	56,398
TOTAL, Apparel, &c.		—	—	—	—	—	1,187,520	1,330,505	1,493,308	1,478,892	1,408,227
Arms, Ammunition and Military Stores:											
Firearms and parts thereof:											
United Kingdom		—	—	—	—	—	37,377	33,605	35,234	37,862	41,858
Other Countries		—	—	—	—	—	3,295	3,808	4,198	4,472	6,221
		—	—	—	—	—	40,672	37,413	39,432	42,334	48,079
Gunpowder, common:											
United Kingdom	Lb.	188,910	167,299	405,200	89,927	145,795	4,690	3,951	9,498	2,776	4,187
Gunpowder, sporting:											
United Kingdom	Lb.	120,645	113,934	133,570	123,900	103,246	9,188	9,312	10,984	11,283	8,414
Dynamite and all other Explosives:											
United Kingdom	Cwt.	11,965	10,383	12,627	7,479	15,034	57,794	66,133	84,873	46,215	80,301
Germany	„	427	181	190	326	458	1,241	513	584	483	1,608
Other Countries	„	2,030	0	0	0	120	12,900	0	0	0	519
	„	14,422	10,564	12,817	7,805	15,612	71,935	66,646	85,457	47,108	82,428
Other Sorts:											
United Kingdom		—	—	—	—	—	37,877	42,529	41,206	41,867	47,165
Other Countries		—	—	—	—	—	1,545	2,644	1,237	1,439	1,769
		—	—	—	—	—	39,422	45,173	42,443	43,306	48,934
TOTAL, Arms, Ammunition, &c.		—	—	—	—	—	165,907	162,495	187,814	146,897	192,042
Art, Works of:											
United Kingdom		—	—	—	—	—	24,279	25,790	18,759	37,951	28,863
Austria-Hungary		—	—	—	—	—	1,586	1,554	2,047	2,600	2,103
France		—	—	—	—	—	1,687	1,201	2,099	2,228	1,958
Germany		—	—	—	—	—	1,764	2,367	3,201	3,444	3,880
Italy		—	—	—	—	—	2,246	3,262	7,827	7,841	6,976
Other Countries		—	—	—	—	—	1,413	4,988	4,476	3,284	4,891
		—	—	—	—	—	32,975	39,162	38,409	57,348	48,671
Books and Printed Matter (including Maps and Charts):											
United Kingdom	Cwt.	23,012	31,737	28,856	19,541	19,590	165,873	180,198	201,483	205,873	190,373
Germany	„	1,616	2,212	571	612	402	1,279	1,500	1,448	1,802	1,819
Egypt	„	193	248	182	300	339	1,140	1,258	937	1,653	2,061
United States	„	315	420	774	409	667	2,781	3,317	4,080	2,962	3,854
Other Countries	„	442	977	1,052	532	1,084	3,281	3,342	5,102	4,287	4,573
	„	25,578	35,594	31,435	21,394	22,032	174,354	189,615	213,050	216,577	202,680
Building and Engineering Materials:											
Asphalt:											
United Kingdom	Cwt.	21,828	29,797	66,361	44,349	97,282	3,643	5,220	11,183	9,124	19,570
Other Countries	„	2,000	2,303	200	624	5,483	388	435	39	100	719
	„	23,828	32,100	66,561	44,973	102,765	4,031	5,655	11,222	9,224	20,289

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Building and Engineering Materials—*cont.*						£	£	£	£	£
Bricks and Tiles:										
United Kingdom - No.	5,583,032	5,040,847	6,127,658	8,323,725	9,774,013	27,978	20,946	22,659	29,627	42,171
Belgium - „	69,599	141,652	251,888	229,241	241,591	2,602	2,771	2,955	2,595	3,516
France - „	929,895	515,583	1,327,590	1,342,004	1,955,841	3,577	2,411	4,853	5,894	8,147
Italy - „	509,494	844,525	563,441	565,013	2,321,070	6,982	5,719	4,192	6,707	14,691
Other Countries - „	673,449	593,265	1,154,953	2,089,213	629,676	2,260	2,594	4,931	5,415	2,446
„	7,765,469	7,135,872	9,425,530	12,549,196	14,922,191	43,399	34,441	39,590	50,238	70,971
Cement:										
United Kingdom - Cwt.	458,634	627,584	975,556	1,435,323	1,466,973	67,571	90,452	134,317	177,103	180,019
Austria-Hungary - „	12,708	21,899	20,154	14,004	13,248	1,786	2,891	2,465	1,607	1,615
Belgium - „	113,175	194,950	158,285	264,287	167,948	11,322	20,438	16,792	26,061	15,994
France - „	36,620	46,436	45,743	32,185	23,262	4,289	5,275	4,548	3,446	2,642
Germany - „	19,809	32,038	33,223	35,716	29,639	2,591	4,065	4,244	4,926	3,555
Other Countries - „	5,410	10,878	9,299	6,913	13,436	719	1,356	1,277	976	2,007
„	646,356	933,785	1,242,260	1,788,428	1,714,506	88,278	124,477	163,643	214,059	205,832
Chalk and Lime:										
United Kingdom - Cwt.	30,959	34,946	26,223	43,482	22,487	2,192	2,107	1,648	2,200	1,115
Other Countries - „	605	1,264	1,163	3,047	1,409	82	159	117	104	266
„	31,564	36,210	27,386	51,529	23,896	2,274	2,266	1,765	2,304	1,381
Clay:										
United Kingdom - Cwt	34,978	51,640	41,962	56,684	56,511	4,587	6,246	4,767	6,255	6,348
Other Countries - „	312	212	335	790	378	97	25	67	164	89
„	35,290	51,852	42,297	57,474	56,889	4,684	6,271	4,834	6,419	6,437
Earthenware Piping:										
United Kingdom - Cwt	23,639	32,132	37,451	62,623	31,347	5,311	7,627	8,858	14,454	5,809
Other Sorts - Cwt.	15,982	31,651	10,271	22,418	43,505	3,759	10,653	5,470	9,911	21,500
TOTAL, Building and Engineering Materials -	—	—	—	—	—	151,736	191,390	235,382	306,609	332,219
Cabinet Ware and Furniture:										
United Kingdom -	—	—	—	—	—	42,562	42,663	47,397	56,977	56,799
Austria-Hungary -	—	—	—	—	—	10,374	8,270	9,048	9,923	5,810
Germany -	—	—	—	—	—	14,238	21,403	20,371	21,174	22,656
Italy -	—	—	—	—	—	667	709	1,510	2,201	1,114
United States -	—	—	—	—	—	2,127	2,842	3,027	3,462	4,543
Ceylon -	—	—	—	—	—	1,810	2,103	2,148	1,573	1,847
China, Hong-Kong -	—	—	—	—	—	984	927	1,593	961	1,140
Japan -	—	—	—	—	—	1,402	2,723	1,418	2,591	2,017
Straits Settlements -	—	—	—	—	—	4,774	5,664	4,415	3,824	3,553
Other Countries -	—	—	—	—	—	1,484	2,790	1,242	2,458	3,485
	—	—	—	—	—	80,422	90,085	92,169	105,144	102,964
Candles:										
United Kingdom - Lb.	1,770,873	2,096,393	1,942,244	2,264,801	1,643,290	36,087	43,077	38,366	42,924	32,991
Belgium - „	1,194,585	843,655	709,788	705,526	641,536	24,632	17,998	14,268	14,136	13,337
France - „	107,925	90,173	188,334	17,132	100,144	1,952	1,799	2,948	311	1,954
Other Countries - „	68,480	33,216	39,799	24,442	25,494	1,422	693	791	495	547
„	3,141,863	3,063,437	2,880,165	3,011,901	2,410,464	64,093	63,567	56,373	57,866	48,829
Caoutchouc, Manufactures of:										
United Kingdom -	—	—	—	—	—	36,397	36,555	39,767	39,871	50,240
Austria-Hungary -	—	—	—	—	—	2,122	1,968	2 033	1,738	1,207
Germany -	—	—	—	—	—	4,221	7,432	6,688	8,384	12,646
Other Countries -	—	—	—	—	—	580	912	1,968	1,934	2 892
	—	—	—	—	—	43,320	46,867	50,456	51,927	66,985
Carriages and Carts (excluding railway carriages) and parts thereof:										
Carriages and Carts:										
United Kingdom -	—	—	—	—	—	208,228	242,605	302,016	142,573	148,317
Belgium -	—	—	—	—	—	14,251	10,736	13,223	15,227	21,135
France -	—	—	—	—	—	862	8,873	22,207	314	0
Germany -	—	—	—	—	—	6,730	8,487	6,424	3,273	8,428
United States -	—	—	—	—	—	14,245	16,213	18,627	5,455	4,945
Ceylon -	—	—	—	—	—	1,072	966	1,159	269	255
Other Countries -	—	—	—	—	—	3,451	2,378	3,151	2,665	1,519
	—	—	—	—	—	248,839	290,258	366,807	169,776	184,599
Cycles: *										
United Kingdom -	—	—	—	—	—	—	—	—	101,377	129,595
Germany -	—	—	—	—	—	—	—	—	2,934	2,304
United States -	—	—	—	—	—	—	—	—	1,831	1,412
Other Countries -	—	—	—	—	—	—	—	—	1,327	688
	—	—	—	—	—	—	—	—	107,469	133,999
Motor Cars and Motor Cycles: *										
United Kingdom -	—	—	—	—	—	—	—	—	170,222	218,200
Belgium -	—	—	—	—	—	—	—	—	20,411	38,562
France -	—	—	—	—	—	—	—	—	29,834	16,119
Germany -	—	—	—	—	—	—	—	—	1,655	8,779
Italy -	—	—	—	—	—	—	—	—	6,796	8,825
United States -	—	—	—	—	—	—	—	—	4,960	3,695
Other Countries -	—	—	—	—	—	—	—	—	952	3,659
	—	—	—	—	—	—	—	—	234,830	297,839
TOTAL Carriages and Carts, &c. -	—	—	—	—	—	248,839	290,258	366,807	512,075	616,437

* From April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Chinese and Japanese Ware (including lacquered ware):						£	£	£	£	£
United Kingdom	—	—	—	—	—	1,545	1,776	2,187	2,131	1,751
China, Hong-Kong	—	—	—	—	—	2,687	1,061	3,056	1,501	1,039
Japan	—	—	—	—	—	6,176	5,464	4,783	7,505	6,153
Straits Settlements	—	—	—	—	—	1,713	2,198	3,977	2,812	1,558
Other Countries	—	—	—	—	—	1,308	1,207	1,450	764	879
	—	—	—	—	—	13,429	11,706	15,453	14,713	11,380
Clocks and Watches:										
United Kingdom No.	88,979	86,625	71,608	62,391	50,243	24,641	27,537	27,731	24,833	22,411
Austria-Hungary „	36,997	47,998	54,569	42,057	43,909	6,167	6,115	7,843	6,994	6,315
France „	155,656	174,346	255,454	298,808	219,109	55,283	53,700	57,054	61,536	55,865
Germany „	35,989	48,694	62,132	74,786	49,558	5,080	7,069	7,696	8,941	6,220
United States „	56,758	58,698	84,663	61,718	83,143	16,042	17,208	21,936	17,296	24,502
Other Countries „	6,612	8,621	23,453	17,966	18,643	3,071	4,212	5,998	5,111	7,567
„	380,991	424,982	551,879	557,726	464,605	110,284	115,841	128,258	124,711	122,880
Coir (excluding rope):										
Ceylon Cwt.	4,450	5,008	3,947	3,141	5,099	2,574	3,122	2,687	2,082	3,030
Other Countries „	500	75	244	799	224	314	157	201	491	210
„	4,950	5,083	4,191	3,940	5,323	2,888	3,279	2,888	2,573	3,240
Coral:										
Italy Lb.	172,924	109,584	135,854	97,293	86,018	31,381	20,978	30,866	24,985	20,274
Ceylon „	81,405	68,607	53,902	30,580	11,571	5,016	6,001	4,602	3,673	1,546
Other Countries „	29,251	842	2,186	52	582	87	344	585	33	32
„	283,580	179,033	191,942	127,925	98,171	36,484	27,323	36,053	28,691	21,852
Cordage and Rope of Vegetable Fibre (excluding Jute):										
United Kingdom Cwt.	6,596	6,177	7,239	7,700	8,361	18,982	18,095	20,295	22,620	25,616
Austria-Hungary „	464	703	1,024	679	683	1,395	2,107	3,152	2,442	2,657
Germany „	637	477	309	1,974	683	2,077	1,328	983	1,301	2,012
Italy „	392	245	400	350	509	1,253	941	1,559	1,264	1,914
United States „	1,165	1,743	7,952	2,089	716	3,419	4,503	5,728	6,572	2,548
China, Hong-Kong „	4,824	5,000	3,735	3,742	3,139	12,307	10,868	7,888	8,389	7,638
Other Countries „	1,466	839	1,504	1,545	1,813	2,547	1,517	2,572	2,465	3,418
„	15,544	15,184	22,163	18,079	15,904	41,980	39,359	42,177	45,053	45,803
Corks:										
United Kingdom Cwt.	482	509	587	640	629	4,958	5,190	5,751	5,689	5,743
Germany „	238	263	360	435	253	1,156	1,331	1,618	1,924	1,209
Other Countries „	142	168	148	152	196	1,455	2,125	1,651	1,622	1,731
„	862	940	1,095	1,227	1,078	7,569	8 646	9,020	9,235	8,683
Earthenware and Porcelain (excluding piping):										
United Kingdom	—	—	—	—	—	98,943	106,708	120,311	125,516	134,368
Austria-Hungary	—	—	—	—	—	2,317	1,297	4,079	16,806	18,341
Belgium	—	—	—	—	—	46,406	38,307	33,954	35,378	35,127
Germany	—	—	—	—	—	12,387	15,147	14,763	24,023	44,214
China, Hong-Kong	—	—	—	—	—	6,050	6,514	4,960	5,468	5,058
„ Treaty Ports	—	—	—	—	—	324	1,389	1,335	1,422	3,280
Japan	—	—	—	—	—	5,266	5,185	7,425	8,554	8,768
Straits Settlements	—	—	—	—	—	8,833	8,617	6,851	4,105	5,101
Other Countries	—	—	—	—	—	2,317	3,505	1,776	2,780	5,731
	—	—	—	—	—	182,843	186,669	195,454	224,052	259,988
Fireworks:										
Germany	—	—	—	—	—	1,218	2,557	1,605	469	908
China, Hong-Kong	—	—	—	—	—	15,035	24,852	33,289	22,867	35,156
Straits Settlements	—	—	—	—	—	2,079	1,517	1,472	1,505	872
Other Countries	—	—	—	—	—	1,796	1,276	900	2,931	1,811
	—	—	—	—	—	20,128	30,202	37,266	27,772	38,747

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Glass and Glassware:						£	£	£	£	£
Bangles: *										
Austria-Hungary	—	—	—	—	—	—	—	—	183,145	207,005
Germany	—	—	—	—	—	—	—	—	36,354	39,718
China, Hong Kong	—	—	—	—	—	—	—	—	10,247	9,607
„ Treaty Ports	—	—	—	—	—	—	—	—	23,523	27,989
Other Countries	—	—	—	—	—	—	—	—	179	918
	—	—	—	—	—	—	—	—	253,448	285,237
Beads and False Pearls:										
United Kingdom - Cwt.	234	426	386	118	149	3,716	4,619	7,208	3,545	3,234
Austria-Hungary „	5,258	6,432	5,664	2,124	2,646	56,070	67,370	85,100	33,660	42,769
Belgium „	267	478	367	1,267	1,131	3,175	5,962	5,466	7,882	8,542
France „	413	258	314	301	463	20,770	21,528	27,329	25,690	25,160
Germany „	465	712	1,893	3,056	4,945	3,138	2,985	7,337	25,115	47,380
Italy „	6,822	11,419	14,976	8,564	12,389	20,407	26,203	32,067	21,784	31,169
Egypt „	886	2,278	400	0	6	2,376	5,478	872	0	61
Other Countries „	92	242	163	277	791	436	878	798	794	1,843
„	14,437	22,245	24,163	15,707	22,520	110,088	135,023	166,177	118,470	160,163
Bottles, common:										
United Kingdom - Cwt.	50,915	49,361	47,127	43,359	46,800	37,091	31,549	29,373	26,328	31,664
Germany „	7,260	10,836	13,355	19,573	12,463	5,725	8,112	9,677	12,910	8,978
Straits Settlements „	10,627	8,026	8,824	4,533	4,065	2,499	2,194	2,844	1,565	1,517
Other Countries „	1,060	1,472	1,285	1,231	2,457	594	975	735	734	1,217
„	69,862	69,695	70,591	68,696	65,785	45,909	42,830	42,629	41,537	43,376
Lampware: *										
United Kingdom	—	—	—	—	—	—	—	—	4,700	6,336
Austria-Hungary	—	—	—	—	—	—	—	—	10,583	13,071
Belgium	—	—	—	—	—	—	—	—	5,166	5,627
Germany	—	—	—	—	—	—	—	—	12,832	18,344
Japan	—	—	—	—	—	—	—	—	2,253	2,112
Other Countries	—	—	—	—	—	—	—	—	1,245	786
	—	—	—	—	—	—	—	—	36,779	46,276
Sheet and Plate:										
United Kingdom - Sup. ft.	593,523	832,501	961,133	1,276,934	1,188,048	16,281	16,477	17,136	28,772	23,012
Belgium „	9,361,772	9,772,254	8,558,439	15,999,155	12,524,156	52,145	48,452	44,489	80,910	59,273
Other Countries „	76,799	71,504	20,533	25,466	56,848	580	412	383	396	707
„	10,032,094	10,676,259	9,540,105	17,301,555	13,769,052	69,006	65,341	62,008	110,078	82,992
Other Glassware:										
United Kingdom	—	—	—	—	—	60,931	59,303	51,052	48,816	46,783
Austria-Hungary	—	—	—	—	—	176,720	181,578	249,768	25,853	25,103
Belgium	—	—	—	—	—	47,110	50,455	60,408	44,793	42,284
Germany	—	—	—	—	—	44,459	53,285	56,952	50,740	59,534
Italy	—	—	—	—	—	1,527	1,262	749	1,544	1,432
United States	—	—	—	—	—	1,767	3,092	2,379	1,517	1,436
China, Hong-Kong	—	—	—	—	—	8,366	8,034	14,379	485	457
„ Treaty Ports	—	—	—	—	—	36,811	37,701	27,344	1,010	296
Japan	—	—	—	—	—	12,566	11,149	10,672	7,683	10,366
Straits Settlements	—	—	—	—	—	13,129	10,758	5,072	625	699
Other Countries	—	—	—	—	—	2,157	1,523	884	1,399	1,173
	—	—	—	—	—	405,543	418,190	479,659	184,495	189,563
TOTAL, Glass and Glassware	—	—	—	—	—	630,546	661,384	750,473	749,807	807,607
Hides and Skins:										
Hides, dressed or tanned:										
United Kingdom - Cwt.	1,577	691	584	822	453	13,488	8,310	9,490	11,251	7,481
Ceylon „	843	971	1,286	1,080	854	2,565	3,062	3,988	4,594	3,837
Japan „	0	0	0	510	0	0	0	0	2,077	0
Other Countries „	203	84	51	23	34	1,330	584	390	232	403
„	2,623	1,746	1,921	2,435	1,341	17,383	11,956	13,868	18,154	11,721
Skins, dressed or tanned:										
United Kingdom - Cwt.	1,493	1,699	1,835	1,556	1,753	38,304	42,919	44,792	48,676	60,205
Belgium „	39	58	70	31	82	1,160	1,885	2,093	904	2,428
Germany „	104	44	32	34	33	2,066	1,020	720	724	1,006
Other Countries „	107	213	118	49	41	1,201	1,609	1,126	772	828
„	1,743	2,014	2,055	1,672	1,909	42,731	47,433	48,731	51,076	64,467
TOTAL, Hides and Skins „	4,366	3,761	3,976	4,107	3,250	60,114	59,389	62,599	69,230	76,188
Instruments, Apparatus, and Appliances, and Parts thereof:										
Electrical: *										
United Kingdom	—	—	—	—	—	—	—	—	183,178	296,612
Belgium	—	—	—	—	—	—	—	—	7,750	16,934
Germany	—	—	—	—	—	—	—	—	7,949	28,059
United States	—	—	—	—	—	—	—	—	4,383	27,782
Other Countries	—	—	—	—	—	—	—	—	2,474	2,472
	—	—	—	—	—	—	—	—	205,734	371,859
Musical:										
United Kingdom	—	—	—	—	—	46,942	48,621	44,925	46,008	70,786
Austria-Hungary	—	—	—	—	—	2,581	5,099	6,736	6,607	4,322
Belgium	—	—	—	—	—	904	3,392	4,977	4,394	3,848
France	—	—	—	—	—	2,988	1,447	2,124	1,828	3,075
Germany	—	—	—	—	—	15,056	18,794	20,082	22,324	45,270
United States	—	—	—	—	—	3,871	2,060	7,214	6,047	5,891
Other Countries	—	—	—	—	—	2,043	2,189	1,791	1,334	1,586
	—	—	—	—	—	74,385	81,542	87,849	88,542	134,778

* From April, 1905.

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Instruments, Apparatus, &c.—*cont.*										
						£	£	£	£	£
Optical†:										
United Kingdom	—	—	—	—	—	—	—	—	15,938	20,533
Austria-Hungary	—	—	—	—	—	—	—	—	1,978	2,343
France	—	—	—	—	—	—	—	—	2,626	3,996
Germany	—	—	—	—	—	—	—	—	1,357	1,432
Other Countries	—	—	—	—	—	—	—	—	1,312	3,201
	—	—	—	—	—	—	—	—	23,211	31,505
Photographic:										
United Kingdom	—	—	—	—	—	45,443	43,806	46,171	48,653	48,442
Germany	—	—	—	—	—	1,697	2,740	3,271	3,991	2,751
Other Countries	—	—	—	—	—	2,172	2,167	1,852	1,828	1,909
	—	—	—	—	—	49,312	48,713	51,294	54,472	53,102
Scientific, Philosophical, and other kinds:										
United Kingdom	—	—	—	—	—	224,440	241,242	273,794	126,331	85,083
Austria-Hungary	—	—	—	—	—	4,175	5,690	4,437	703	403
Belgium	—	—	—	—	—	2,038	3,809	3,197	5,703	3,058
France	—	—	—	—	—	4,327	4,932	5,216	2,262	1,531
Germany	—	—	—	—	—	6,315	17,581	25,145	11,513	11,716
United States	—	—	—	—	—	10,019	10,414	9,362	5,257	3,612
Other Countries	—	—	—	—	—	1,557	1,915	4,057	975	2,222
	—	—	—	—	—	252,871	285,583	325,208	152,744	107,625
Surgical†:										
United Kingdom	—	—	—	—	—	—	—	—	42,750	45,816
Germany	—	—	—	—	—	—	—	—	1,986	2,348
United States	—	—	—	—	—	—	—	—	1,809	2,944
Other Countries	—	—	—	—	—	—	—	—	634	1,843
	—	—	—	—	—	—	—	—	47,179	52,951
Typewriters*:										
United Kingdom No.	1,397	1,842	2,092	2,073	2,234	19,022	26,689	27,752	31,618	32,544
United States ,,	203	481	479	395	1,490	2,659	2,188	3,522	4,631	14,097
Other Countries ,,	43	40	29	39	70	417	245	353	448	663
,,	1,643	2,363	2,600	2,507	3,794	22,098	29,122	31,627	36,697	47,304
TOTAL, Instruments, Apparatus, &c.	—	—	—	—	—	398,666	444,960	495,978	608,579	799,124
Ivory, manufactured:										
United Kingdom	—	—	—	—	—	2,456	1,082	986	1,484	2,530
Belgium	—	—	—	—	—	1,190	1,802	2,532	4,483	12
France	—	—	—	—	—	6,096	9,051	8,876	5,518	6,074
Germany	—	—	—	—	—	1,715	3,328	1,393	3,237	3,429
Holland	—	—	—	—	—	0	0	4,780	626	2,384
Other Countries	—	—	—	—	—	531	458	246	765	570
	—	—	—	—	—	11,988	15,721	18,813	16,113	14,999
Jewellery and Plate:										
Jewellery:										
United Kingdom	—	—	—	—	—	176,743	54,845	61,932	63,618	45,626
Austria-Hungary	—	—	—	—	—	4,794	5,775	7,238	4,876	3,170
France	—	—	—	—	—	3,026	4,826	2,622	5,310	1,300
Germany	—	—	—	—	—	1,934	1,805	1,465	5,970	13,447
Italy	—	—	—	—	—	599	2,955	914	164	3,932
Arabia	—	—	—	—	—	127	79	1,456	5,464	283
Aden	—	—	—	—	—	733	93	2,935	10,055	427
Ceylon	—	—	—	—	—	714	788	920	727	5,205
China, Hong-Kong	—	—	—	—	—	2,899	2,976	4,528	2,572	1,569
Straits Settlements	—	—	—	—	—	1,499	1,120	4,393	5,928	7,203
Other Countries	—	—	—	—	—	1,942	2,643	3,374	2,126	5,297
	—	—	—	—	—	195,010	77,905	91,827	106,810	87,509
Plate of Gold and Silver:										
United Kingdom	—	—	—	—	—	21,522	15,571	17,517	24,590	25,043
China, Hong-Kong	—	—	—	—	—	3,218	4,005	2,745	1,989	2,959
,, Treaty Ports	—	—	—	—	—	2,186	1,610	2,340	1,562	1,375
Japan	—	—	—	—	—	159	311	968	2,827	2,951
Other Countries	—	—	—	—	—	1,831	864	1,146	1,254	3,311
	—	—	—	—	—	28,916	22,361	24,716	32,222	35,639
TOTAL, Jewellery and Plate	—	—	—	—	—	223,926	100,266	116,543	139,032	123,148
Leather:										
Unwrought:										
United Kingdom Cwt.	3,779	1,793	1,786	1,745	2,184	39,918	22,623	21,140	24,385	27,103
Australia ,,	398	214	211	353	357	2,390	1,319	1,341	2,302	2,534
Other Countries ,,	176	220	149	146	255	1,790	1,471	2,330	1,620	3,990
,,	4,353	2,227	2,146	2,244	2,796	44,098	25,413	24,811	28,307	33,627
Saddlery and Harness:										
United Kingdom	—	—	—		—	33,916	37,502	37,489	44,962	33,942
Other Countries	—	—	—	—	—	1,323	1,175	1,313	1,354	1,161
	—	—	—	—	—	35,239	38,677	38,802	46,316	35,103
Other Manufactures (excluding Boots and Shoes):										
United Kingdom	—	—	—	—	—	87,344	101,942	93,995	116,525	130,987
Austria-Hungary	—	—	—	—	—	663	2,153	3,439	3,047	4,572
Germany	—	—	—	—	—	1,136	2,891	2,791	2,448	3,112
United States	—	—	—	—	—	1,647	1,855	1,780	4,246	7,932
Other Countries	—	—	—	—	—	1,670	1,711	2,509	3,166	1,912
	—	—	—	—	—	92,460	110,552	104,514	129,432	148,515
TOTAL, Leather	—	—	—	—	—	171,797	174,642	168,127	204,055	217,245

* From September, 1901.
† „ April, 1905.

Imports of Principal Articles, distinguishing Principal Countries—*continued.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
						£	£	£	£	£
Matches:										
United Kingdom	—	—	—	—	—	13,243	20,965	18,662	12,058	12,265
Austria-Hungary	—	—	—	—	—	6,295	16,760	31,203	31,250	35,934
Belgium	—	—	—	—	—	50,236	16,895	50,160	64,283	47,703
Germany	—	—	—	—	—	28,056	49,038	28,117	27,413	35,662
Norway	—	—	—	—	—	23,148	23,023	22,525	26,176	28,727
Sweden	—	—	—	—	—	27,120	43,124	38,385	78,198	83,594
Ceylon	—	—	—	—	—	4,091	2,201	3,496	3,717	1,955
China, Hong-Kong	—	—	—	—	—	1,410	7,252	477	997	157
Japan	—	—	—	—	—	90,579	82,054	62,270	79,527	96,718
Straits Settlements	—	—	—	—	—	67,454	75,575	70,333	68,229	77,865
Other Countries	—	—	—	—	—	126	517	724	369	269
	—	—	—	—	—	311,758	337,404	326,352	392,217	420,849
Mats and Matting:										
China, Hong-Kong Sq. Yds.	327,635	316,163	484,658	520,616	334,398	4,507	4,353	7,151	7,219	5,920
Mekran and Sonmiani „	983,043	954,149	1,610,496	900,996	429,569	3,707	3,993	5,638	3,622	2,054
Japan „	28,370	45,758	58,958	75,511	52,215	737	1,137	1,336	1,910	1,324
Straits Settlements „	272,852	311,481	240,222	174,010	190,853	4,638	6,378	4,779	3,771	3,916
Other Countries „	59,920	85,213	61,555	29,673	57,278	1,365	1,583	708	594	903
„	1,671,820	1,712,764	2,455,889	1,700,806	1,064,313	14,954	17,944	19,612	17,116	14,117
Oil-Cloth and Floor-Cloth:										
United Kingdom Sq. Yds.	779,394	637,969	877,590	1,109,932	1,017,371	29,589	24,556	34,341	37,695	39,743
United States „	65,136	44,407	55,332	53,543	27,963	2,186	1,580	1,719	1,626	1,167
Other Countries „	55,177	54,644	19,714	11,241	12,121	1,879	1,717	1,115	457	444
„	899,707	737,020	952,636	1,174,716	1,057,455	33,654	27,853	37,175	39,778	41,354
Paints, &c.:										
Paints and Colours:										
United Kingdom Cwt.	141,526	143,508	157,949	167,320	192,438	160,803	158,713	169,961	188,529	213,887
Belgium „	20,483	28,717	46,504	36,437	48,475	17,457	22,588	31,687	29,638	33,797
France „	350	390	1,643	2,209	2,237	1,426	1,350	3,186	2,239	1,288
Germany „	11,469	9,821	8,882	6,304	5,597	10,498	10,247	11,481	9,385	10,338
United States „	961	988	1,533	403	929	1,368	1,539	2,885	1,161	2,030
China, Hong-Kong „	1,393	801	1,329	1,359	1,152	14,672	9,395	13,511	12,790	11,124
Persia „	43,411	8,857	8,941	1,951	20,161	3,874	741	819	266	2,893
Straits Settlements „	407	374	232	357	166	2,154	3,163	1,739	1,148	1,040
Other Countries „	3,988	6,277	2,666	4,192	11,342	1,975	3,386	2,110	4,436	4,971
„	223,988	199,733	229,679	220,532	282,497	214,227	211,122	237,379	249,592	281,368
Painters' Materials:										
United Kingdom	—	—	—	—	—	46,740	53,492	57,545	56,685	67,139
Belgium	—	—	—	—	—	409	202	2,455	5,005	4,698
Germany	—	—	—	—	—	725	1,329	1,522	1,528	2,190
United States	—	—	—	—	—	6,612	11,109	9,087	10,809	15,390
Arabia	—	—	—	—	—	1,110	970	1,116	1,575	1,061
China, Hong Kong	—	—	—	—	—	172	346	651	556	3,767
Straits Settlements	—	—	—	—	—	6,233	4,205	924	841	601
Other Countries	—	—	—	—	—	1,183	1,804	2,119	1,766	2,096
	—	—	—	—	—	63,184	73,457	75,419	78,765	96,942
Total, Paints, &c.	—	—	—	—	—	277,411	284,579	312,798	328,357	378,310
Paper and Pasteboard:										
Printing Paper:										
United Kingdom Cwt.	61,942	63,774	76,992	73,186	95,918	66,380	70,236	84,001	80,316	97,508
Austria-Hungary „	45,905	28,672	50,392	29,371	26,945	34,012	19,569	35,256	21,287	20,601
Belgium „	6,190	5,681	6,011	6,943	14,108	4,964	5,048	5,259	5,905	10,949
Germany „	15,912	14,224	22,302	37,104	67,228	11,836	10,423	16,472	27,454	46,433
Norway „	0	0	1,282	5,347	10,628	0	0	962	3,746	7,381
Sweden „	1,011	684	1,302	4,317	7,772	592	412	785	2,583	4,650
Other Countries „	404	270	1,908	503	1,572	409	387	1,805	873	1,387
„	131,364	113,305	160,189	156,771	224,171	118,193	106,075	144,540	142,164	188,909
Writing Paper and Envelopes:										
United Kingdom	—	—	—	—	—	67,873	78,626	89,498	87,918	96,930
Austria-Hungary	—	—	—	—	—	33,583	22,990	19,815	14,495	18,499
Belgium	—	—	—	—	—	10,532	10,822	7,816	9,989	14,628
Germany	—	—	—	—	—	3,987	5,744	3,125	10,744	16,696
Italy	—	—	—	—	—	3,570	4,830	5,139	3,763	5,204
Other Countries	—	—	—	—	—	362	1,044	930	765	1,157
	—	—	—	—	—	119,907	124,065	126,323	127,674	151,114

IMPORTS of PRINCIPAL ARTICLES, distinguishing PRINCIPAL COUNTRIES—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Paper and Pasteboard—*cont.*						£	£	£	£	£
Other kinds of Paper:										
United Kingdom - Cwt.	22,121	28,711	146,626	209,013	221,139	28,936	36,497	71,966	87,679	87,379
Austria-Hungary „	17,861	14,628	23,085	19,361	7,927	20,555	14,535	19,482	16,470	9,745
Belgium „	9,610	9,810	9,731	13,792	14,418	10,713	10,155	12,086	15,603	15,252
Germany „	38,766	31,332	28,529	51,568	56,055	26,786	22,648	20,562	35,568	39,357
Holland „	361	858	2,494	8,401	8,003	266	906	1,713	4,347	4,107
Italy „	716	209	107	96	348	1,135	411	350	219	741
Norway „	261	1,865	4,730	6,696	7,585	140	956	2,340	3,615	4,336
Sweden „	2,337	2,286	2,611	6,216	5,077	1,699	1,441	1,752	3,887	3,299
China, Hong Kong „	592	1,092	6,367	1,919	794	1,288	2,387	5,084	3,128	1,411
„ Treaty Ports „	602	1,720	1,542	3,081	1,480	1,328	2,520	1,080	2,752	1,787
Straits Settlements „	2,670	4,534	2,279	1,379	1,653	3,036	6,037	1,646	1,381	1,547
Other Countries „	363	927	831	1,151	1,766	974	2,455	1,637	2,002	2,730
„	96,260	97,972	228,932	322,673	326,240	96,856	100,948	139,698	176,651	171,691
Pasteboard, Millboard and Cardboard of all kinds:										
United Kingdom - Cwt.	11,194	16,568	15,310	15,031	12,161	8,149	11,080	12,237	13,956	11,937
Belgium „	5,464	5,091	2,571	8,438	10,485	2,275	1,956	1,272	2,971	3,613
Germany „	5,416	7,003	7,061	8,305	4,723	2,465	3,043	2,959	3,742	3,011
Holland „	3,489	665	6,333	5,272	8,277	1,407	300	1,672	1,817	2,746
Other Countries „	1,294	977	583	1,902	2,278	619	426	452	957	1,053
„	26,857	30,304	31,858	38,948	37,924	14,915	16,805	18,592	23,443	22,360
TOTAL, Paper and Pasteboard	—	—	—	—	—	349,871	347,893	429,153	469,932	534,074
Perfumery:										
United Kingdom	—	—	—	—	—	585	1,299	526	1,381	691
Persia	—	—	—	—	—	9,123	10,307	7,834	8,404	9,930
Straits Settlements	—	—	—	—	—	2,824	4,798	6,847	4,600	2,679
Other Countries	—	—	—	—	—	2,142	4,467	3,620	4,879	4,120
	—	—	—	—	—	14,674	20,871	18,827	19,264	17,420
Printing and Lithographing materials (other than paper):										
United Kingdom	—	—	—	—	—	36,353	41,550	38,403	45,005	49,657
Germany	—	—	—	—	—	776	1,963	1,600	1,992	2,538
United States	—	—	—	—	—	1,044	2,471	2,700	2,750	3,610
Other Countries	—	—	—	—	—	1,412	1,155	2,294	2,145	2,702
	—	—	—	—	—	39,585	47,139	41,997	51,892	58,507
Ships, parts of:										
United Kingdom	—	—	—	—	—	52,421	182,677	166,082	69,354	27,258
Other Countries	—	—	—	—	—	1,697	1,272	451	1,400	2,025
	—	—	—	—	—	54,118	183,949	166,533	70,754	29,283
Soap:										
United Kingdom - Cwt.	128,132	155,201	157,868	181,492	175,755	131,769	157,488	161,017	187,969	192,154
Austria-Hungary „	2,424	2,409	2,300	2,864	2,649	8,718	8,681	8,560	10,023	8,221
Belgium „	444	561	311	330	608	1,117	1,748	948	1,003	1,567
Italy „	1,501	928	1,711	1,669	1,293	3,551	2,389	3,790	5,061	3,009
United States „	841	525	940	842	1,437	3,723	3,961	4,747	5,388	6,209
Other Countries „	1,256	1,600	1,494	1,444	2,256	2,309	2,845	2,518	3,282	4,050
„	134,598	161,224	164,624	188,641	183,998	151,187	177,112	181,580	212,726	215,210
Stationery (excluding paper):										
United Kingdom	—	—	—	—	—	167,425	180,314	183,128	180,166	193,426
Austria-Hungary	—	—	—	—	—	19,564	25,190	21,606	19,195	19,421
Belgium	—	—	—	—	—	10,280	9,967	8,676	15,141	10,731
Germany	—	—	—	—	—	10,156	12,644	12,250	14,393	17,479
Holland	—	—	—	—	—	739	1,273	2,236	3,390	5,678
Italy	—	—	—	—	—	4,121	4,653	4,644	6,097	4,281
United States	—	—	—	—	—	4,222	5,579	4,170	5,272	5,090
Japan	—	—	—	—	—	3,352	4,303	5,037	4,690	8,064
Other Countries	—	—	—	—	—	3,572	3,280	3,444	3,018	5,186
	—	—	—	—	—	223,431	247,203	245,191	251,362	269,356

Imports of Principal Articles, distinguishing Principal Countries—*concluded.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*										
Sticks and Whips (including Fishing Rods and Lines):						£	£	£	£	£
United Kingdom	—	—	—	—	—	4,966	6,408	6,403	7,282	7,041
Japan	—	—	—	—	—	195	1,494	1,901	908	159
Other Countries	—	—	—	—	—	2,039	1,555	1,842	1,487	1,837
	—	—	—	—	—	7,200	9,457	10,146	9,677	9,037
Tea Chests (entire or in sections):										
United Kingdom	—	—	—	—	—	76,473	81,529	122,996	113,015	147,470
Austria-Hungary	—	—	—	—	—	0	1,656	1,744	1,842	1,045
Germany	—	—	—	—	—	6,162	2,010	5,681	5,298	4,791
China, Hong-Kong	—	—	—	—	—	4,750	4,031	6,410	3,373	157
Japan	—	—	—	—	—	63	981	613	1,623	2,861
Other Countries	—	—	—	—	—	129	2,025	1,658	2,717	817
	—	—	—	—	—	87,577	92,232	139,102	127,868	157,141
Telegraphs, Materials for construction of:										
United Kingdom	—	—	—	—	—	1,153	1,560	504	24	9,898
Toys and Requisites for Games:										
United Kingdom	—	—	—	—	—	84,756	92,156	92,369	93,342	92,331
Austria-Hungary	—	—	—	—	—	13,119	21,067	18,390	15,959	12,283
Belgium	—	—	—	—	—	11,001	14,612	13,905	14,135	15,127
France	—	—	—	—	—	2,943	3,864	2,895	2,825	2,321
Germany	—	—	—	—	—	32,702	40,259	43,328	50,964	55,604
Holland	—	—	—	—	—	803	1,470	2,491	4,669	4,542
United States	—	—	—	—	—	1,757	2,865	2,732	7,355	3,951
Japan	—	—	—	—	—	1,310	2,460	2,826	2,154	1,549
Other Countries	—	—	—	—	—	2,946	3,188	5,678	2,701	3,072
	—	—	—	—	—	151,337	181,941	184,914	194,104	190,780
Umbrellas, including Parasols and Sunshades:										
United Kingdom No.	1,547,687	1,943,812	1,528,865	1,559,085	1,483,881	104,668	137,431	106,820	113,871	113,538
France „	40,365	39,515	22,269	23,628	22,126	4,518	5,311	2,889	2,957	2,764
Ceylon „	9,027	11,070	8,209	7,767	6,808	1,044	1,021	762	661	628
China, Hong-Kong „	166,364	390,259	270,825	160,566	148,941	3,489	7,016	5,346	2,788	2,541
Japan „	107,468	135,558	74,054	97,000	22,379	5,828	7,335	4,171	5,738	1,461
Straits Settlements „	331,004	161,865	214,568	230,588	130,202	4,651	2,878	5,337	4,443	2,939
Other Countries „	12,914	24,862	10,673	13,342	30,943	1,512	2,933	1,013	1,493	1,858
„	2,214,829	2,706,941	2,129,463	2,091,976	1,845,280	125,710	163,925	126,338	131,951	125,729
Umbrella Fittings: *										
United Kingdom	—	—	—	—	—	—	—	—	48,497	80,409
Belgium	—	—	—	—	—	—	—	—	14,700	26,223
Germany	—	—	—	—	—	—	—	—	20,886	27,401
China, Hong-Kong	—	—	—	—	—	—	—	—	2,223	337
Japan	—	—	—	—	—	—	—	—	8,091	19,014
Straits Settlements	—	—	—	—	—	—	—	—	320	2,116
Other Countries	—	—	—	—	—	—	—	—	793	2,029
	—	—	—	—	—	—	—	—	95,510	157,579
Wood:										
United Kingdom	—	—	—	—	—	18,259	29,062	26,421	31,235	18,483
Germany	—	—	—	—	—	3,460	2,476	3,379	4,495	4,800
United States	—	—	—	—	—	498	1,188	1,312	3,557	1,657
China, Hong-Kong	—	—	—	—	—	846	3,874	2,907	2,728	1,023
Japan	—	—	—	—	—	2,223	6,347	5,088	2,629	2,462
Straits Settlements	—	—	—	—	—	4,963	3,439	2,443	1,506	2,318
Other Countries	—	—	—	—	—	2,760	3,496	4,071	3,909	3,923
	—	—	—	—	—	33,009	49,882	45,621	50,059	34,666
Articles (not specified) imported by Post:										
United Kingdom	—	—	—	—	—	389,422	260,141	316,031	370,966	637,084
France	—	—	—	—	—	18,461	10,688	19,036	18,385	31,303
Germany	—	—	—	—	—	373	3,064	463	944	4,469
Italy	—	—	—	—	—	44,156	38,595	59,446	68,389	68,021
Egypt	—	—	—	—	—	14,226	15,480	16,419	17,791	16,797
British East Africa	—	—	—	—	—	1,407	1,303	1,244	931	1,509
Natal	—	—	—	—	—	1,465	1,335	935	1,314	1,402
Aden	—	—	—	—	—	10,963	7,686	12,657	12,611	15,805
Ceylon	—	—	—	—	—	11,865	32,337	22,126	34,411	28,775
China, Hong-Kong	—	—	—	—	—	219	253	169	812	4,514
Japan	—	—	—	—	—	44	260	443	938	2,826
Straits Settlements	—	—	—	—	—	2,768	143	99	639	9,642
Turkey in Asia	—	—	—	—	—	1,581	942	853	1,652	867
Australia	—	—	—	—	—	1,146	1,564	799	1,302	1,634
Other Countries	—	—	—	—	—	4,581	3,954	2,654	3,500	5,469
	—	—	—	—	—	502,677	377,745	453,374	534,585	830,117
Articles not Enumerated	—	—	—	—	—	236,455	291,877	286,963	307,898	321,673
Total, Articles Manufactured and Partly Manufactured	—	—	—	—	—	29,194,464	30,691,215	36,895,135	39,912,313	39,473,487
Grand Total of Imports	—	—	—	—	—	52,525,272	56,548,862	64,452,192	68,722,713	72,205 055

* From April, 1905.

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported.

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
I. ANIMALS, LIVING:							£	£	£	£	£
United Kingdom	No.	30	250	37	19	7	408	466	682	3,325	1,250
Ceylon	„	44	59	76	35	142	523	1,133	2,250	4,477	5,502
Straits Settlements	„	94	1	63	15	10	463	40	1,936	1,580	355
Australia	„	10	15	26	8	7	647	1,067	3,400	1,660	433
Other Countries	„	12	4	22	10	14	819	229	615	333	617
TOTAL Living Animals	„	190	329	224	87	180	2,860	2,935	8,883	11,375	8,157
II. ARTICLES OF FOOD AND DRINK:											
Coffee:											
Arabia	Cwt.	682	662	286	1,184	879	1,111	1,161	535	2,622	2,064
Persia	„	842	174	184	597	94	1,512	325	398	1,505	230
Other Countries	„	554	524	160	445	388	1,092	767	296	903	852
	„	2,078	1,360	630	2,226	1,361	3,715	2,253	1,229	5,030	3,146
Grain and Pulse:											
Africa, East, Portuguese	Cwt.	3,585	2,189	2,250	1,918	1,060	1,566	934	939	835	509
Aden	„	318	16	234	0	12,551	123	9	91	0	3,608
Arabia	„	1,832	316	15	5,247	1,902	645	129	5	1,753	865
Other Countries	„	7,071	2,147	1,244	556	4,723	2,429	816	489	199	2,122
	„	12,806	4,668	3,743	7,721	20,236	4,763	1,888	1,524	2,787	7,104
Liquors:											
United Kingdom	Gals.	732	1,509	746	2,695	904	746	1,037	454	687	478
Ceylon	„	15,264	9,908	1,646	2,165	2,161	962	740	439	367	419
Other Countries	„	5,396	7,789	7,166	14,832	8,329	2,787	2,386	3,278	3,187	3,230
		21,392	19,206	9,558	19,692	11,394	4,495	4,663	4,171	4,241	4,127
Provisions:											
Fishmaws and Sharkfins:											
United Kingdom	Lb.	204,596	293,508	311,844	182,812	282,464	23,844	33,051	33,967	21,634	31,249
United States	„	22,288	46,676	44,940	35,196	48,300	2,537	4,957	4,832	2,202	3,467
China, Hong-Kong	„	1,148,857	1,528,526	1,210,076	1,109,276	1,000,720	34,395	57,012	51,134	46,960	43,010
Other Countries	„	15,568	9,632	10,248	9,520	18,536	226	752	445	708	497
	„	1,391,309	1,878,342	1,577,108	1,336,804	1,350,020	61,002	95,772	90,378	71,504	78,223
Fruits and Vegetables, dried, salted, or preserved:											
Dates:											
Aden	Cwt.	7,118	1,696	327	1,065	3,161	2,504	605	118	522	1,148
Arabia	„	15,451	3,609	159	556	143	4,218	984	51	153	47
Ceylon	„	6,657	7,335	7,374	6,795	6,096	2,217	2,516	2,494	2,384	2,176
Straits Settlements	„	5,492	5,278	8,715	7,726	10,903	1,968	2,050	3,653	3,292	4,829
Other Countries	„	12,323	7,412	5,685	7,400	7,642	3,657	2,330	1,991	2,407	3,109
	„	47,041	25,330	22,260	23,542	27,945	14,564	8,485	8,312	8,758	11,309
Other Fruits, &c.	„	15,957	14,045	13,992	21,903	35,522	18,819	17,476	18,874	25,501	39,766
TOTAL, Fruits, &c.	„	62,998	39,375	36,252	45,445	63,467	33,383	25,961	27,186	34,259	51,075
Other sorts of Provisions		—	—	—	—	—	9,817	12,421	8,926	10,267	11,020
TOTAL, Provisions		—	—	—	—	—	104,202	134,154	126,490	116,030	140,318
Spices:											
Cloves:											
United Kingdom	Lb.	0	121,878	0	102,840	0	0	4,140	0	2,674	0
China, Hong-Kong	„	391,115	222,878	490,098	314,871	29,841	5,782	3,293	10,950	5,129	267
Straits Settlements	„	441,868	188,550	373,394	392,865	77,432	5,590	2,410	8,710	6,929	1,482
Other Countries	„	200,363	183,385	246,977	181,425	179,652	2,802	2,580	5,487	2,917	3,151
	„	1,033,346	716,691	1,110,469	992,001	286,925	14,174	12,423	25,147	17,649	4,900
Other Sorts	„	157,569	65,237	68,348	108,518	94,144	6,302	2,156	1,890	2,883	2,067
TOTAL, Spices	„	1,190,915	781,928	1,178,817	1,100,519	381,069	20,476	14,579	27,037	20,532	6,967

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*											
Sugar, refined or crystallised (including Sugar Candy and Confectionery):							£	£	£	£	£
United Kingdom	Cwt.	60	4	21,037	9	6,647	41	3	16,446	18	3,163
Africa, East, British	,,	3,782	1,627	1,536	2,400	8,356	2,580	1,115	1,052	1,816	4,990
,, ,, Portuguese	,,	1,850	1,714	3,177	2,740	2,101	1,236	1,122	2,297	2,016	1,268
Aden	,,	2,575	1,230	3,607	7,537	6,471	1,750	901	2,250	5,199	3,877
Arabia	,,	28,487	21,405	13,520	58,460	41,537	19,460	14,640	9,717	42,493	24,684
Ceylon	,,	761	768	13,267	8,828	13,721	550	602	9,132	6,039	8,404
China, Hong-Kong	,,	1,496	0	5,008	1,694	19,535	998	0	3,211	1,129	10,786
Persia	,,	34,591	8,160	18,391	66,153	43,433	23,758	5,539	13,360	47,781	26,207
Turkey in Asia	,,	4,916	4,076	6,544	34,279	15,644	3,596	2,973	4,730	25,814	9,504
Other Countries	,,	2,358	1,818	2,622	3,645	7,609	1,614	1,283	1,913	2,536	4,788
	,,	80,876	40,802	88,757	185,745	165,104	55,583	28,178	64,158	134,841	97,671
Tea:											
Russia	Lb.	56,301	17,903	148,519	29,720	0	2,557	614	6,025	915	0
Africa, East, Portuguese	,,	36,984	17,708	17,173	12,341	18,089	1,447	730	668	486	731
Arabia	,,	50,715	68,694	74,312	105,877	115,499	2,670	3,908	4,166	5,786	4,707
Persia	,,	1,230,940	525,958	510,825	364,150	207,550	54,634	27,804	24,651	18,160	8,983
Turkey in Asia	,,	139,488	205,981	135,379	189,919	99,203	5,398	8,129	5,075	6,757	4,089
Other Countries	,,	92,478	52,912	40,605	79,551	61,236	3,275	1,935	1,549	2,607	2,069
	,,	1,606,906	889,156	926,813	781,558	501,577	69,981	43,120	42,134	34,711	20,579
Other Articles		—	—	—	—	—	389	246	52	12	24
TOTAL, Articles of Food and Drink		—	—	—	—	—	263,604	229,081	266,795	318,184	279,936
III.—METALS, AND MANUFACTURES OF:											
Metals:											
Brass, wrought:											
United Kingdom	Cwt.	7	5	9	3,680	4,393	65	83	79	9,768	13,183
Other Countries	,,	344	318	311	452	320	1,580	1 381	1,420	2,025	1,619
	,,	351	323	320	4,132	4,713	1,645	1,464	1,499	11,793	14,802
Copper:											
Unwrought:											
United Kingdom	Cwt.	1,381	3,077	1,804	862	6,808	4,559	10,647	91	3,007	30,564
China, Treaty Ports	,,	0	0	1,200	0	0	0	0	3,998	0	0
Japan	,,	0	0	3,103	0	0	0	0	10,346	0	0
Other Countries	,,	0	101	0	0	201	2	269	0	0	871
	,,	1,381	3,178	6,107	862	7,009	4,561	10,916	20,335	3,007	31,435
Mixed or Yellow Metal for Sheathing:											
Persia	Cwt.	989	1,376	364	587	326	3,031	4,068	1,069	2,042	1,100
Other Countries	,,	122	303	50	105	94	395	972	154	344	304
	,,	1,111	1,679	414	692	420	3,426	5,040	1,223	2,386	1,404
Sheets and other Manufactures:											
United Kingdom	Cwt.	6	19	2	2,091	3,203	24	78	13	7,303	12,527
Arabia	,,	560	593	555	674	172	2,105	2,193	1,984	2,417	792
Persia	,,	3,286	8,417	2,061	1,075	1,887	12,509	30,019	7,382	4,004	8,130
Turkey in Asia	,,	859	5,330	34	152	642	3,215	19,497	125	653	3,357
Other Countries	,,	242	172	274	154	309	1,302	752	1,025	767	1,262
	,,	4,953	14,531	2,926	4,146	6,213	19,155	52,539	10,529	15,144	26,068
TOTAL, Copper	,,	7,445	19,388	9,447	5,700	13,642	27,142	68,495	32,087	20,537	58,907
Iron:											
Old, for re-manufacture:											
United Kingdom	Cwt.	14,147	28	30,387	20,677	90,026	2,248	3	8,406	6,826	20,605
Italy	,,	75,654	134,363	148,520	236,010	163,180	9,116	17,097	19,547	30,130	21,039
China, Treaty Ports	,,	30,301	16,060	47,300	49,429	8,900	4,621	2,488	6,307	6,283	1,382
United States	,,	0		0	19,280	30,000	0	0	0	6,427	10,000
Other Countries	,,	5,284	7,991	7,602	1,688	10,854	942	1,289	1,122	203	890
	,,	125,386	158,442	233,809	327,084	302,960	16,927	20,877	35,382	49,869	53,916
Wrought, &c.:											
Italy	Cwt.	0	0	0	40,000	0	0	0	0	13,333	0
Aden	,,	8,682	4,644	2,739	7,348	3,179	4,002	2,295	1,502	3,913	1,884
Arabia	,,	6,023	6,436	6,653	8,105	5,421	3,658	3,924	4,006	4,667	2,944
Ceylon	,,	4,096	2,144	1,652	1,372	878	2,216	1,066	935	626	553
Persia	,,	10,756	22,428	8,411	8,435	8,154	6,043	12,111	4,088	4,567	4,579
Turkey in Asia	,,	7,740	8,887	7,202	8,508	9,987	4,270	4,677	3,470	4,328	5,423
Other Countries	,,	5,906	10,691	8,886	7,826	26,085	3,579	5,565	4,747	3,772	5,689
	,,	43,203	55,230	35,543	81,594	53,704	23,768	29,638	18,748	35,206	21,072
TOTAL, Iron	,,	168,589	213,672	269,352	408,678	356,664	40,695	50,515	54,130	85,075	74,988

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*										
Metals—*cont.*						£	£	£	£	£
Tin, unwrought (block):										
Persia - - - - - - Cwt.	585	1,353	294	287	1,016	3,530	8,843	2,055	2,072	9,337
Turkey in Asia - - - - - „	731	1,537	106	232	1,176	4,333	10,040	723	1,669	9,959
Other Countries - - - - - „	179	363	303	325	227	1,109	2,346	2,068	2,321	2,005
„	1,495	3,253	703	844	2,419	8,972	21,229	4,846	6,062	21,301
Other Metals - - - - - - „	6,236	15,356	8,995	10,373	15,876	7,147	11,883	5,999	9,566	28,205
TOTAL, Metals - - - - „	184,116	251,972	288,817	429,727	393,314	85,601	153,586	98,561	133,033	198,203
Hardware and Cutlery:										
United Kingdom - - - - -	—	—	—	—	—	15,882	17,023	14,041	14,784	16,525
Belgium - - - - - - -	—	—	—	—	—	2,030	1,986	2,683	602	1,392
Germany - - - - - - -	—	—	—	—	—	936	1,245	3,120	4,679	5,394
Africa, East, British - - - -	—	—	—	—	—	6,286	7,421	7,749	6,837	7,947
„ „ German - - - -	—	—	—	—	—	417	823	933	1,627	2,444
„ „ Portuguese - - -	—	—	—	—	—	3,891	10,072	3,595	1,834	1,903
Aden - - - - - - - -	—	—	—	—	—	3,886	5,574	4,066	6,199	4,862
Arabia - - - - - - -	—	—	—	—	—	3,652	5,346	4,810	5,974	4,505
Ceylon - - - - - - -	—	—	—	—	—	3,214	2,380	2,657	2,296	2,147
Persia - - - - - - -	—	—	—	—	—	5,816	9,226	9,060	7,656	9,439
Siam - - - - - - -	—	—	—	—	—	687	1,095	2,287	1,625	2,064
Straits Settlements - - - -	—	—	—	—	—	3,013	4,310	3,649	5,514	3,195
Turkey in Asia - - - - -	—	—	—	—	—	4,522	7,041	6,405	10,259	11,465
Other Countries - - - - -	—	—	—	—	—	4,379	5,786	4,150	4,818	9,229
TOTAL, Hardware and Cutlery	—	—	—	—	—	58,611	79,328	69,205	74,698	82,511
Machinery and Millwork:										
United Kingdom - - - - -	—	—	—	—	—	14,105	8,563	13,980	12,452	8,910
Other Countries - - - - -	—	—	—	—	—	9,198	6,500	4,451	6,164	7,034
	—	—		—	—	23,303	15,063	18,431	18,616	15,944
Railway Plant and Rolling Stock:	—	—	—	—	—	185	5,765	4,806	1,010	958
TOTAL, Metals and Manufactures of	—	—	—	—	—	167,700	253,742	191,003	227,357	297,616
IV.—CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, DYEING AND TANNING MATERIALS:										
Chemicals:										
China, Hong-Kong - - - - -	—	—	—	—	—	10	1,342	852	1,905	2,430
Persia - - - - - - - -	—	—	—	—	—	1,364	1,528	1,109	1,558	1,303
Turkey in Asia - - - - -	—	—	—	—	—	1,563	2,041	840	1,490	1,713
Other Countries - - - - -	—	—	—	—	—	1,888	2,346	2,837	2,416	3,002
„	—	—	—	—	—	4,825	7,257	5,638	7,369	8,448
Drugs and Medicines:										
Camphor:										
United Kingdom - - - - Lb.	0	20,819	22,463	78,707	9,539	0	2,321	2,232	9,262	1,536
Natal - - - - - - - „	24,952	24,237	22,462	16,301	12,012	1,738	2,026	2,174	1,987	1,715
Other Countries - - - - „	36,530	43,231	33,274	26,015	23,225	2,863	3,513	3,056	3,043	3,491
„	61,482	88,287	78,204	121,023	44,776	4,601	7,860	7,462	14,292	6,742
Cassia Lignea:										
Arabia - - - - - - Cwt.	681	416	682	426	622	1,228	750	1,261	816	1,194
Persia - - - - - - „	1,826	1,786	1,071	1,908	1,033	3,330	3,240	2,032	3,586	1,949
Turkey in Asia - - - - „	2,151	1,318	1,395	2,051	1,206	3,770	2,339	2,652	3,873	2,303
Other Countries - - - - „	511	481	568	389	428	975	916	1,105	755	862
„	5,169	4,001	3,716	4,774	3,289	9,303	7,245	7,050	9,030	6,308
Other Sorts - - - - - -	—	—	—	—	—	9,733	21,859	15,689	16,062	18,897
TOTAL, Drugs and Medicines	—	—	—	—	—	23,637	36,964	30,201	39,384	31,947
Tobacco (chiefly manufactured) - Lb.	24,014	32,702	15,208	12,738	14,418	2,037	2,977	1,873	1,326	1,470
Dyeing and Tanning Materials:										
Alizarine and Aniline Dyes:										
Arabia - - - - - - Lb.	23,003	30,235	27,076	30,796	54,986	2,123	2,322	2,673	2,743	4,303
Turkey in Asia - - - - „	15,225	21,980	6,471	4,474	7,323	1,045	1,397	416	285	383
Other Countries - - - - „	32,413	30,751	26,594	29,133	33,896	1,981	1,508	1,496	1,294	1,976
„	70,731	82,966	60,141	64,403	96,205	5,149	5,227	4,585	4,322	6,752
Other Sorts - - - - - -	—	—	—	—	—	9,492	6,296	6,984	10,711	9,557
TOTAL, Dyeing and Tanning Materials	—	—	—	—	—	14,641	11,523	11,569	15,033	16,309
TOTAL, Chemicals, Drugs, &c. - -	—	—	—	—	—	45,140	58,721	49,281	63,112	58,174

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
V.—OILS:										
Mineral:						£	£	£	£	£
Kerosene:										
Africa, East British - - - Gals.	35,789	53,261	141,330	242,683	45,332	1,193	1,743	4,159	6,648	1,487
„ „ Portuguese - - „	120,544	76,014	93,342	44,773	11,560	4,059	2,600	2,918	1,584	368
Madagascar - - - - - „	68,674	102,788	96,321	69,674	40,348	2,247	3,480	2,563	1,996	1,330
Mauritius - - - - - „	800	262,436	90,370	3,169	0	27	8,406	3,276	117	0
Arabia - - - - - - „	84,268	221,020	298,603	178,653	24,336	2,687	7,170	10,333	5,745	889
Ceylon - - - - - - „	864	6,552	47,784	276,479	254,159	29	220	1,459	6,352	4,702
China, Treaty Ports - - - „	0	0	1,058,196	0	0	0	0	33,000	0	0
Persia - - - - - - „	16,640	143,685	115,412	89,875	47,989	561	4,560	3,639	2,868	1,492
Turkey in Asia - - - - „	24	61,866	88,739	217,704	24,538	1	2,130	3,197	6,864	836
Other Countries - - - - „	22,760	97,805	67,375	38,002	37,914	727	3,101	2,075	1,245	1,242
„	350,363	1,025,427	2,097,472	1,161,012	486,676	11,531	33,410	67,119	33,419	12,346
Other Sorts - - - - - „	418,645	553,042	254,020	115,070	165,850	5,592	7,041	2,762	2,449	3,013
TOTAL, Mineral Oil - „	769,008	1,578,469	2,351,492	1,276,082	652,526	17,123	40,451	69,881	35,868	15,359
Other Oils - - - - - - „	6,301	5,841	5,433	5,493	5,219	1,401	861	1,228	1,276	1,801
TOTAL, Oils - - „	775,309	1,584,310	2,356,925	1,281,575	657,745	18,524	41,312	71,109	37,144	17,160
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:										
Gums and Resins:										
United Kingdom - - - - Cwt.	14,209	10,463	9,257	5,708	7,884	21,742	16,058	14,699	7,798	12,364
Austria-Hungary - - - - „	4,093	7,205	11,180	7,361	11,113	4,995	8,676	11,693	6,862	11,980
Belgium - - - - - - „	5,557	7,211	4,517	6,451	1,029	5,061	6,955	4,759	7,930	1,024
France - - - - - „	2,510	3,517	5,135	4,355	2,088	2,766	4,686	5,949	5,139	2,524
Germany - - - - - - „	4,024	6,579	13,124	11,649	9,012	3,871	7,429	15,483	15,077	12,547
Russia - - - - - - „	4	3,257	4,581	4,989	3,816	24	5,405	7,952	8,257	6,585
China, Hong Kong - - - - „	7,818	10,952	10,498	6,825	3,776	6,948	9,717	11,196	7,073	4,251
Other Countries - - - - „	4,772	5,595	7,141	7,246	7,226	5,224	6,570	7,750	9,023	8,312
„	42,987	54,779	65,433	54,584	45,944	50,627	65,496	79,484	67,159	59,587
Ivory:										
United Kingdom - - - - Lb.	87,888	61,026	62,385	34,049	19,160	33,186	23,644	23,287	13,151	7,977
China, Hong Kong - - - - „	32,063	46,115	42,160	23,242	26,783	9,139	14,250	12,344	7,513	9,655
Japan - - - - - - „	8,829	17,792	11,587	29,234	24,133	2,583	3,002	1,405	5,483	4,304
Other Countries - - - - „	2,606	985	1,961	0	1,540	354	238	220	2,109	518
„	131,386	125,918	118,093	86,525	71,616	45,262	41,134	37,256	26,147	22,454
Jewellery, Precious Stones and Pearls, unset:										
Arabia - - - - - - -	—	—	—	—	—	9,733	2,467	30,607	6,186	13,173
Bahrein Islands - - - - -	—	—	—	—	—	0	0	0	0	3,400
China, Hong Kong - - - - -	—	—	—	—	—	1,611	1,654	711	842	157
Persia - - - - - - -	—	—	—	—	—	5,010	1,579	1,311	1,067	173
Other Countries - - - - -	—	—	—	—	—	156	441	588	173	270
	—	—	—	—	—	16,510	6,141	33,217	8,268	17,173
Shells and Cowries:										
United Kingdom - - - - -	—	—	—	—	—	5,342	4,647	6,062	8,241	4,074
Austria-Hungary - - - - -	—	—	—	—	—	7,138	3,256	9,741	6,726	7,034
Other Countries - - - - -	—	—	—	—	—	876	430	931	975	684
	—	—	—	—	—	13,356	8,333	16,734	15,942	11,792
Silk:										
United Kingdom - - - - Lb.	49,718	39,635	23,618	45,468	41,657	1,899	1,510	412	1,517	1,240
France - - - - - - „	0	0	321	0	45,290	0	0	40	0	18,116
Arabia - - - - - - „	15,105	14,464	20,192	14,127	8,249	4,604	4,857	6,412	4,587	3,029
Mekran and Sonmiani - - - „	2,470	4,429	5,609	5,767	4,302	570	1,116	1,515	1,467	1,220
Other Countries - - - - „	17,956	9,603	4,782	3,968	5,790	3,746	1,906	1,536	1,432	1,652
Wool: „	85,249	68,131	54,522	69,330	105,288	10,819	9,389	9,915	9,003	25,257
United Kingdom - - - - Lb.	5,137,430	5,091,037	5,121,556	4,888,612	5,200,901	152,879	154,103	170,615	167,731	196,904
United States - - - - - „	533,314	312,370	17,640	29,957	6,886	12,146	7,033	1,467	1,037	218
Japan - - - - - - „	38,976	118,720	36,960	125,720	0	1,473	4,710	533	3,290	0
Other Countries - - - - „	9,210	0	400	336	13,104	164	0	48	8	120
„	5,718,930	5,522,127	5,176,556	5,044,625	5,220,891	166,662	165,846	172,663	172,066	197,242
Articles not enumerated - - - -	—	—	—	—	—	8,644	10,376	15,228	15,315	16,545
TOTAL, Raw Materials and Manufactured Articles	—	—	—	—	—	311,880	306,715	364,497	313,900	350,050

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:											
Yarns and Textile Fabrics:											
Cotton:							£	£	£	£	£
Twist and Yarn:											
United Kingdom	lb.	2,199	91,735	4,494	4,691	5,984	116	5,405	272	414	317
Abyssinia	„	17,500	5,700	11,900	2,800	0	1,155	380	813	207	0
Aden	„	104,982	75,877	94,172	107,510	49,550	5,926	4,550	6,041	6,844	3,019
Arabia	„	78,360	54,900	47,468	52,177	42,265	3,327	2,497	2,257	2,383	2,261
Ceylon	„	131,024	118,893	38,260	13,095	6,124	7,125	6,672	2,158	713	337
Persia	„	1,025,050	755,206	1,047,734	655,470	614,406	37,388	28,561	47,404	28,488	27,597
Turkey in Asia	„	35,400	22,300	42,400	39,400	8,500	1,278	751	1,322	1,605	380
Other Countries	„	42,509	36,607	13,252	15,110	26,338	1,720	1,468	574	851	1,062
	„	1,437,024	1,160,618	1,299,680	890,253	753,167	58,035	50,284	60,841	41,505	34,973
Piece Goods:											
Grey (unbleached):											
United Kingdom	Yds.	228,888	13,011	6,758	23,328	11,734	1,517	101	71	204	116
Egypt	„	112,061	106,770	31,132	137,480	52,164	1,482	1,273	748	1,677	691
Africa, East, British	„	451,154	386,398	350,074	374,399	337,985	4,209	3,426	3,302	3,813	3,521
„ Portuguese	„	451,881	482,461	163,744	172,348	213,284	3,669	4,087	1,485	1,619	2,239
Mauritius	„	1,192,422	1,995,848	2,012,036	1,588,756	1,743,655	9,612	16,478	18,069	13,490	15,851
Aden	„	392,325	326,232	568,155	416,178	415,531	3,489	2,757	4,722	4,228	3,854
Arabia	„	1,237,648	1,195,288	999,488	1,618,886	834,913	9,434	9,032	8,037	15,505	6,986
Ceylon	„	852,527	905,118	959,964	1,291,985	735,195	9,925	9,607	10,499	14,898	8,314
Persia	„	3,151,688	4,259,337	3,288,764	2,401,228	1,515,975	29,591	39,897	33,581	24,023	15,903
Straits Settlements	„	114,554	239,129	244,008	480,899	248,711	1,086	2,281	2,371	5,226	2,703
Turkey in Asia	„	54,942	408,706	366,010	227,713	248,449	394	3,202	3,703	1,982	1,846
Other Countries	„	194,487	294,385	416,060	217,992	582,494	1,732	2,697	5,441	2,436	5,698
	„	8,434,577	10,612,683	9,456,193	8,951,192	6,940,090	76,140	94,838	92,029	89,101	67,722
White (bleached):											
United Kingdom	Yds.	65,597	20,983	115,864	130,714	93,137	746	363	920	1,527	1,102
Africa, East, British	„	802,993	981,604	1,290,117	1,115,458	832,799	8,965	11,145	15,736	12,734	10,579
„ German	„	30,270	29,571	52,875	101,749	266,396	369	346	588	1,200	3,101
„ Portuguese	„	367,500	305,973	234,190	247,262	362,962	5,134	4,578	3,708	4,176	5,897
Mauritius	„	277,953	482,854	282,050	214,480	182,910	2,663	5,224	3,488	2,123	1,968
Aden	„	1,375,203	1,716,603	1,510,390	2,256,977	2,251,874	13,724	17,498	14,526	22,239	21,292
Arabia	„	2,432,862	2,514,982	2,637,591	3,603,452	2,652,889	22,410	22,646	24,959	35,245	26,582
Bahrein Islands	„	0	0	0	0	483,722	0	0	0	0	4,699
Ceylon	„	781,008	1,183,353	1,334,792	829,690	651,529	9,424	13,560	16,896	10,879	8,771
Persia	„	1,213,646	1,762,447	1,979,571	1,592,769	1,272,026	10,462	15,937	17,984	15,140	13,373
Siam	„	63,313	267,558	455,802	623,513	604,323	631	2,677	4,688	6,949	6,862
Straits Settlements	„	1,024,840	740,057	873,474	661,914	298,554	9,776	8,154	8,802	7,235	3,314
Other Countries	„	401,204	489,684	733,265	653,160	517,157	3,720	4,813	8,802	6,872	5,567
	„	8,836,389	10,494,769	11,499,981	12,031,138	10,470,278	88,024	106,941	121,097	126,319	113,107
Coloured, Printed, and Dyed:											
United Kingdom	Yds.	247,586	18,369	74,346	101,746	111,920	2,920	419	1,537	2,248	1,707
Abyssinia	„	94,198	159,853	146,261	142,866	106,009	1,132	1,521	1,770	1,705	1,454
Africa, East, British	„	3,152,839	2,837,304	3,194,292	2,449,035	2,147,032	39,307	37,007	44,835	32,280	31,361
„ German	„	1,316,030	1,304,488	1,279,030	1,892,711	1,970,448	14,858	15,606	17,323	24,898	29,056
„ Portuguese	„	2,802,452	3,385,742	1,847,817	2,719,589	2,162,337	33,044	43,936	24,094	37,861	28,211
Egypt	„	22,153	51,584	84,490	140,329	107,659	338	942	1,327	2,277	1,846
Madagascar	„	82,479	23,374	78,957	18,390	114,249	1,127	386	1,036	284	1,774
Mauritius	„	699,964	1,133,529	735,774	565,668	712,796	8,929	15,761	9,991	7,069	9,291
Natal	„	286,833	250,400	315,579	204,516	106,288	3,416	3,003	4,341	2,525	1,293
Aden	„	3,444,222	2,873,297	3,070,298	3,372,816	3,688,169	99,754	35,761	35,597	42,218	44,335
Arabia	„	8,463,951	12,320,450	11,539,573	15,758,128	11,022,825	37,926	150,807	146,638	207,059	144,395
Bahrein Islands	„	0	0	0	0	2,948,206	0	0	0	0	37,863
Ceylon	„	1,101,625	1,105,083	1,156,090	717,754	685,688	16,147	16,348	18,119	11,657	10,649
Mekran and Sonmiani	„	867,851	1,328,933	1,412,042	1,777,725	2,826,212	7,796	11,963	12,568	17,045	27,826
Persia	„	8,688,274	11,554,128	10,943,915	12,927,796	10,913,787	133,855	162,753	156,069	196,042	169,311
Siam	„	546,787	779,348	641,157	510,752	1,057,644	7,699	12,880	8,049	7,796	14,748
Straits Settlements	„	5,082,391	4,210,218	3,057,778	1,261,928	1,520,495	87,234	75,506	58,144	23,600	29,809
Turkey in Asia	„	1,982,004	2,293,647	2,152,807	1,713,443	1,872,910	27,180	34,210	34,137	30,001	30,266
Other Countries	„	301,940	122,056	444,586	209,647	114,080	3,918	2,007	9,211	3,658	2,409
	„	39,183,579	45,751,803	42,174,792	46,484,834	44,188,754	526,580	620,816	584,786	650,223	617,609
TOTAL, Piece Goods	„	56,454,545	66,859,255	63,130,966	67,467,164	61,599,122	690,744	822,595	797,912	865,643	798,438

No. 12—*continued.*

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*											
Yarns and Textile Fabrics—*cont.*											
Cotton—*cont.*											
Handkerchiefs and Shawls in the Piece:							£	£	£	£	£
Africa, East, British	No.	2,616	8,676	22,103	33,900	135,612	35	165	189	124	2,210
„ „ Portuguese	„	241,431	74,789	25,130	68,355	121,447	1,445	567	303	915	1,662
Arabia	„	173,271	114,543	146,695	208,377	248,999	5,632	3,818	4,713	6,439	8,478
Bahrein Islands	„	0	0	0	0	52,307	0	0	0	0	2,434
Persia	„	111,473	279,162	241,059	72,991	272,786	1,524	3,459	2,611	1,788	3,918
Turkey in Asia	„	81,744	74,064	37,916	105,400	54,939	1,811	1,314	890	1,996	1,625
Other Countries	„	325,895	230,294	267,992	116,691	252,287	2,759	2,257	2,478	1,245	2,335
	„	936,430	781,528	740,900	605,714	1,138,377	13,206	11,580	11,189	12,707	22,662
Hosiery, Pure and Mixed:											
Africa, East, British		—	—	—	—	—	664	1,261	1,339	1,015	1,018
„ „ Portuguese		—	—	—	—	—	3,556	12,745	7,966	3,854	2,485
Persia		—	—	—	—	—	1,738	1,623	1,151	1,563	1,538
Other Countries		—	—	—	—	—	3,772	4,240	3,803	3,013	5,061
		—	—	—	—	—	9,730	19,869	14,259	9,445	10,102
Thread, Sewing:											
Persia	Lb.	37,369	76,889	49,656	52,529	51,287	2,631	5,577	3,998	3,919	3,903
Turkey in Asia	„	26,975	16,410	7,002	9,904	19,670	1,958	1,100	461	660	1,389
Other Countries	„	28,467	28,659	26,950	31,949	37,036	1,965	1,936	1,868	2,097	2,467
	„	92,811	121,958	83,608	94,382	107,993	6,554	8,613	6,327	6,676	7,759
Other Cotton Manufactures:		—	—	—	—	—	2,040	3,257	5,429	3,943	4,241
TOTAL, Cotton Goods (excluding Twist and Yarn)		—	—	—	—	—	722,274	865,914	835,116	898,414	843,202
Flax:											
United Kingdom		—	—	—	—	—	162	243	3,089	4,525	70
Other Countries		—	—	—	—	—	380	397	716	475	1,078
		—	—	—	—	—	542	640	3,805	5,000	1,148
Silk:											
Piece Goods:											
Egypt	Yds.	26,190	28,439	39,418	23,122	31,607	1,245	1,230	1,493	1,102	1,151
Africa, East, British	„	61,341	64,626	70,050	67,810	63,950	2,966	5,158	5,009	4,445	4,588
„ „ Portuguese	„	23,063	29,832	24,120	33,684	45,485	1,064	1,439	1,127	1,628	2,312
Cape Colony	„	152,365	123,449	98,071	81,095	61,106	5,352	4,622	3,386	2,509	2,032
Natal	„	387,695	181,274	273,712	221,150	116,732	14,431	8,024	10,000	8,701	4,430
Arabia	„	81,232	90,961	72,258	162,558	112,871	4,882	6,733	5,181	10,362	7,266
Bahrein Islands	„	0	0	0	0	86,600	0	0	0	0	2,285
Ceylon	„	18,939	13,978	19,568	17,933	8,940	1,130	765	819	714	358
China, Hong-Kong	„	56,740	57,706	29,292	90,764	263,145	2,232	2,296	1,149	2,456	8,330
Persia	„	38,738	32,516	20,168	18,622	19,452	2,466	3,061	1,387	993	1,107
Straits Settlements	„	25,009	19,142	10,728	9,769	16,414	1,131	1,021	538	564	940
Other Countries	„	154,422	127,106	172,517	158,434	112,637	6,681	6,034	7,326	7,303	6,337
	„	1,025,734	769,029	829,902	884,941	888,937	44,580	40,383	37,415	40,777	41,486
Goods of Silk mixed with other Materials:											
Persia	Yds.	58,239	57,985	19,205	34,245	49,202	2,217	2,275	839	1,164	1,926
Other Countries	„	33,017	55,136	36,624	16,299	22,570	1,884	2,721	1,587	868	1,389
	„	91,256	113,121	55,829	50,544	71,772	4,101	4,996	2,426	2,032	3,315
Other Silk Goods:		—	—	—	—	—	220	1,165	288	378	378
TOTAL, Silk Manufactures		—	—	—	—	—	48,902	46,544	40,129	43,187	45,179
Wool:											
Piece Goods:											
Africa, East, British	Yds.	12,018	18,534	37,817	40,162	82,556	745	1,328	2,748	3,156	2,972
Arabia	„	13,692	8,925	11,661	32,440	15,097	1,616	897	1,260	3,422	1,863
Bahrein Islands	„	0	0	0	0	25,278	0	0	0	0	1,962
Ceylon	„	72,066	41,502	128,235	146,378	67,673	3,932	2,493	7,554	9,087	4,003
Persia	„	41,197	66,203	58,332	60,148	75,068	3,619	6,160	5,287	5,074	5,598
Straits Settlements	„	31,561	31,798	30,780	29,012	15,413	1,294	1,801	1,705	2,207	992
Turkey in Asia	„	4,086	8,804	16,196	13,290	24,998	352	762	1,564	1,279	2,366
Other Countries	„	62,990	61,282	55,666	45,933	65,652	4,720	4,825	5,945	3,858	4,559
	„	237,610	237,048	338,687	367,363	371,735	16,278	18,266	26,063	28,083	25,315
Other Sorts:		—	—	—	—	—	6,720	8,510	13,902	7,438	9,325
TOTAL, Woollen Manufactures		—	—	—	—	—	22,998	26,776	39,965	35,521	34,640
Other Textile Fabrics:		—	—	—	—	—	340	835	403	159	410
TOTAL, Yarns and Textile Fabrics		—	—	—	—	—	853,091	990,993	980,259	1,023,786	959,552

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Apparel (including Drapery, Haberdashery, Millinery, Uniforms, Accoutrements, but excluding Hosiery):						£	£	£	£	£
United Kingdom	—	—	—	—	—	52,654	50,618	43,623	42,407	47,095
Africa, East, British	—	—	—	—	—	3,191	3,923	5,304	4,973	5,539
„ „ Portuguese	—	—	—	—	—	1,625	3,027	3,185	1,847	1,988
Cape Colony	—	—	—	—	—	1,760	2,121	942	1,410	1,104
Mauritius	—	—	—	—	—	3,687	6,428	3,235	1,356	1,516
Natal	—	—	—	—	—	6,772	7,472	4,977	4,444	2,320
Aden	—	—	—	—	—	4,140	4,933	5,177	3,974	3,970
Arabia	—	—	—	—	—	3,736	5,434	5,742	8,127	5,383
Bahrein Islands	—	—	—	—	—	0	0	0	0	4,317
Ceylon	—	—	—	—	—	3,830	4,618	4,971	4,230	4,486
Persia	—	—	—	—	—	5,285	3,720	3,425	4,539	8,750
Straits Settlements	—	—	—	—	—	6,660	6,846	6,693	5,484	6,940
Turkey in Asia	—	—	—	—	—	1,363	1,255	1,326	1,839	2,374
Other Countries	—	—	—	—	—	7,077	8,567	9,189	9,306	11,852
	—	—	—	—	—	101,780	108,962	97,789	93,936	107,634
Boots and Shoes:										
Persia Pairs	2,930	3,744	3,585	3,727	3,315	1,004	1,060	1,252	1,033	1,033
Other Countries „	5,510	16,253	8,123	19,140	8,843	1,181	4,298	2,032	2,722	2,271
„	8,440	19,997	11,708	22,867	12,158	2,185	5,358	3,284	3,755	3,304
TOTAL, Apparel	—	—	—	—	—	103,965	114,320	101,073	97,691	110,938
Arms, Ammunition, and Military Stores:										
Firearms and parts thereof:										
United Kingdom	—	—	—	—	—	6,390	5,771	4,600	5,578	4,772
Other Countries	—	—	—	—	—	898	810	878	675	768
	—	—	—	—	—	7,288	6,581	5,478	6,253	5,540
Other Sorts:	—	—	—	—	—	3,087	2,206	1,032	1,087	712
TOTAL, Arms, &c.	—	—	—	—	—	10,375	8,787	6,510	7,340	6,252
Art, Works of:										
United Kingdom	—	—	—	—	—	4,538	3,918	6,186	9,328	2,815
Other Countries	—	—	—	—	—	504	1,724	1,075	409	655
	—	—	—	—	—	5,042	5,642	7,261	9,737	3,470
Books and Printed Matter (including Maps and Charts):										
United Kingdom Cwt.	964	867	822	762	722	9,647	10,501	9,378	9,328	8,692
Ceylon „	176	164	170	317	109	1,268	1,425	1,675	4,993	1,300
Other Countries „	420	284	276	528	282	3,405	2 656	2,411	4,869	3,290
„	1,560	1,315	1,268	1,607	1,113	14,320	14,582	13,464	19,190	13,282
Cabinet-ware and Furniture:										
United Kingdom	—	—	—	—	—	3,583	2,670	4,049	3,217	3,287
Other Countries	—	—	—	—	—	3,015	2,152	1,762	1,968	2,994
	—	—	—	—	—	6,603	8,422	5,811	5,185	6,281
Carriages and Carts, and parts thereof:										
United Kingdom	—	—	—	—	—	5,316	5,732	9,276	6,681	8,356
France	—	—	—	—	—	466	25	92	931	4,054
Ceylon	—	—	—	—	—	274	657	752	6,667	2,825
Other Countries	—	—	—	—	—	1,438	1,603	1,821	3,618	4,893
	—	—	—	—	—	7,494	8,027	11,941	17,897	20,128
Chinese and Japanese-ware:										
United Kingdom	—	—	—	—	—	1,855	1,943	3,416	2,537	1,775
Portuguese East Africa	—	—	—	—	—	145	6,602	399	21	23
Other Countries	—	—	—	—	—	466	504	642	492	739
	—	—	—	—	—	2,466	9,049	4,457	3,050	2,537

No. 12—*concluded.*

EXPORTS of PRINCIPAL ARTICLES of FOREIGN MERCHANDISE (RE-EXPORTS), distinguishing PRINCIPAL COUNTRIES to which exported—*concluded.*

ARTICLES AND COUNTRIES.	QUANTITIES					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*concluded.*						£	£	£	£	£
Coral:										
Italy - - - - - - - - Lb.	3,837	1,595	5,388	1,426	4,913	2,390	1,258	3,302	747	953
Straits Settlements - - - - - ,,	20,238	14,842	9,213	5,842	21,756	11,448	10,005	8,232	4,620	6,839
Other Countries - - - - - - ,,	4,671	246	3,481	4,871	3,617	1,139	30	412	521	418
,,	28,746	16,683	18,082	12,139	30,286	14,977	11,293	11,946	5,888	8,210
Earthenware (including Piping) and Porcelain:										
United Kingdom - - - - - - -	—	—	—	—	—	2,570	3,352	3,029	3,761	4,177
Africa, East, Portuguese - - - - -	—	—	—	—	—	1,018	2,250	1,057	755	288
Arabia - - - - - - - - - -	—	—	—	—	—	1,736	2,302	2,895	4,344	2,943
Bahrein Islands - - - - - - -	—	—	—	—	—	0	0	0	0	1,387
Persia - - - - - - - - -	—	—	—	—	—	1,757	3,608	2,450	3,878	3,816
Turkey in Asia - - - - - - -	—	—	—	—	—	1,198	1,166	1,814	1,888	2,282
Other Countries - - - - - - -	—	—	—	—	—	1,821	2,348	1,458	1,441	2,369
	—	—	—	—	—	10,100	15,026	12,703	16,067	17,262
Glass and Glassware:										
United Kingdom - - - - - - -	—	—	—	—	—	2,470	1,738	2,334	1,729	1,494
Africa, East, British - - - - - -	—	—	—	—	—	1,771	1,942	1,338	1,295	1,632
,, ,, Portuguese - - - - -	—	—	—	—	—	1,889	1,447	1,378	861	1,116
Aden - - - - - - - - - -	—	—	—	—	—	1,589	1,716	1,262	2,211	1,985
Arabia - - - - - - - - -	—	—	—	—	—	1,262	1,404	1,606	2,297	2,644
Ceylon - - - - - - - - -	—	—	—	—	—	1,808	1,531	1,743	1,244	1,258
China, Hong-Kong - - - - - - -	—	—	—	—	—	1,146	638	653	482	864
Persia - - - - - - - - -	—	—	—	—	—	5,588	8,144	7,612	6,668	6,840
Turkey in Asia - - - - - - -	—	—	—	—	—	3,022	2,399	3,867	4,058	3,467
Other Countries - - - - - - -	—	—	—	—	—	2,663	4,273	3,934	2,867	5,055
	—	—	—	—	—	23,208	25,232	25,727	23,712	26,405
Instruments, Apparatus, and Appliances, and Parts thereof:										
Musical:										
United Kingdom - - - - - -	—	—	—	—	—	3,455	2,806	4,541	4,429	3,897
Other Countries - - - - - -	—	—	—	—	—	1,376	1,412	1,754	1,769	4,148
	—	—	—	—	—	4,831	4,218	6,295	6,198	8,045
Photographic:										
United Kingdom - - - - - -	—	—	—	—	—	1,142	1,012	1,050	989	1,006
Other Countries - - - - - -	—	—	—	—	—	884	403	857	460	872
	—	—	—	—	—	2,026	1,415	1,907	1,449	1,878
Scientific, &c.:										
United Kingdom - - - - - -	—	—	—	—	—	4,748	6,334	6,849	5,394	6,423
Germany - - - - - - - -	—	—	—	—	—	48	56	181	933	2,150
Italy - - - - - - - - -	—	—	—	—	—	41	0	400	15	2,667
United States - - - - - - -	—	—	—	—	—	2,039	609	1,992	452	261
Ceylon - - - - - - - -	—	—	—	—	—	1,027	607	1,032	561	1,099
Straits Settlements - - - - -	—	—	—	—	—	507	2,051	2,484	1,179	660
Other Countries - - - - - -	—	—	—	—	—	990	2,709	1,486	1,733	1,139
	—	—	—	—	—	9,400	12,366	14,424	10,267	14,405
TOTAL, Instruments, &c. - - -	—	—	—	—	—	16,257	17,999	22,626	17,914	24,328
Jewellery and Gold and Silver Plate:										
United Kingdom - - - - - -	—	—	—	—	—	10,187	12,750	8,368	10,850	22,859
Straits Settlements - - - - -	—	—	—	—	—	1,214	1,335	5,106	6,504	6,213
Other Countries - - - - - -	—	—	—	—	—	5,482	7,017	1,773	834	2,443
	—	—	—	—	—	16,883	21,102	15,247	18,188	31,515
Stationery (excluding paper):										
Persia - - - - - - - -	—	—	—	—	—	2,966	3,466	2,155	2,022	2,975
Other Countries - - - - - -	—	—	—	—	—	6,146	8,195	6,564	8,439	6,585
	—	—	—	—	—	9,112	11,661	8,719	10,461	9,560
Articles not enumerated - - - -	—	—	—	—	—	54,507	62,817	69,403	105,362	71,880
TOTAL, Articles Manufactured and Partly Manufactured - -	—	—	—	—	—	1,147,400	1,324,952	1,297,147	1,381,468	1,311,600
TOTAL Value of Foreign Merchandise Exported - - - - -	—	—	—	—	—	1,957,108	2,217,458	2,248,715	2,352,540	2,322,693

Exports of Principal Articles of Indian Produce and Manufactures, distinguishing Principal Countries to which exported.

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
						£	£	£	£	£
I.—ANIMALS, LIVING:										
Horses:										
Ceylon - - - - - - - No.	261	283	114	88	124	2,665	3,160	1,577	1,057	1,466
Other Countries - - - - - - ,,	12	245	115	40	50	104	3,794	1,206	716	1,318
,,	273	528	229	128	174	2,769	6,954	2,783	1,773	2,784
Other Kinds:										
Ceylon - - - - - - - No.	290,827	287,304	256,547	208,120	258,480	90,834	89,938	84,624	81,607	78,365
Straits Settlements - - - - - ,,	36,675	40,052	40,511	44,801	56,084	40,493	45,607	36,211	42,346	60,682
Other Countries - - - - - ,,	1,611	2,405	3,085	1,681	2,258	3,310	6,003	5,724	3,196	9,047
,,	329,113	329,761	300,143	254,602	316,822	134,637	141,548	126,559	127,149	148,094
Total, Animals, Living - - - ,,	329,386	330,289	300,372	254,730	316,996	137,406	148,502	129,342	128,922	150,878
II.—ARTICLES OF FOOD AND DRINK:										
Coffee:										
United Kingdom - - - - Cwt.	155,501	152,452	187,344	172,384	82,358	567,394	551,412	700,178	644,985	274,828
Austria-Hungary - - - - ,,	2,825	1,958	3,580	2,681	1,109	10,137	7,090	13,358	8,601	3,222
Belgium - - - - - - ,,	3,587	3,596	4,198	5,097	9,012	9,595	9,893	13,409	13,825	23,521
France - - - - - - ,,	74,207	104,615	96,876	132,233	95,493	208,874	272,513	277,567	378,419	259,202
Germany - - - - - - ,,	3,486	2,029	2,818	2,242	1,626	10,398	6,898	9,973	6,327	4,389
Italy - - - - - - ,,	109	152	626	1,046	78	289	404	1,687	2,346	208
Abyssinia - - - - - - ,,	3	0	0	1,894	2,486	8	0	0	5,660	7,650
Mauritius - - - - - - ,,	383	853	317	2,760	1,673	804	1,353	502	6,551	3,867
Arabia - - - - - - ,,	2,926	2,030	2,431	6,998	4,555	7,031	4,320	5,834	17,818	10,571
Bahrein Islands - - - - - ,,	0	0	573	2,986	3,306	0	0	1,328	7,124	7,541
Ceylon - - - - - - ,,	19,117	17,856	22,907	18,552	18,577	41,292	37,372	54,407	43,626	45,052
Turkey in Asia - - - - - ,,	1,224	528	225	1,919	716	2,604	1,175	553	4,656	1,756
Australia - - - - - - ,,	4,881	4,572	7,058	8,021	5,635	19,994	17,363	20,281	27,428	18,051
Other Countries - - - - - ,,	916	613	694	1,369	1,470	2,422	1,792	2,240	3,783	4,491
,,	269,165	291,254	329,647	360,182	228,094	880,842	911,585	1,107,317	1,171,149	664,319
Fruits and Vegetables (fresh):										
Cocoanut Kernel or Copra:										
United Kingdom - - - - Cwt.	3,010	2,000	5,594	1,316	6,630	2,542	1,733	4,430	1,070	6,162
Austria-Hungary - - - - ,,	0	0	0	2,001	2,490	0	0	0	1,601	2,920
Belgium - - - - - - ,,	5,076	33,571	7,118	3,357	3,261	4,261	26,085	5,614	2,802	3,708
France - - - - - - ,,	10,116	121,125	29,860	8,291	10,470	7,948	93,856	21,548	7,146	12,613
Germany - - - - - - ,,	117,243	183,265	107,213	158,459	100,704	102,005	148,396	87,583	131,256	97,858
Ceylon - - - - - - ,	4,509	2,000	3,253	41	58	3,348	1,733	2,071	24	61
Other Countries - - - - - ,,	3,100	11,763	2,896	3,584	2,841	2,624	9,838	2,444	3,262	3 034
,,	143,054	353,724	155,934	177,049	126,454	122,728	281,641	123,690	147,161	126,356
Vegetables, fresh:										
Africa, East, British: - - - - -	—	—	—	—	—	3,305	2,267	2,831	2,002	1,342
Mauritius - - - - - - -	—	—	—	—	—	954	1,940	2,305	1,531	2,864
Aden - - - - - - - - -	—	—	—	—	—	2,784	4,720	1,898	1,781	1,166
Ceylon - - - - - - - -	—	—	—	—	—	53,331	38,823	41,213	53,890	57,741
China, Hong-Kong - - - - - -	—	—	—	—	—	5,227	4,553	4,956	4,349	4,170
Straits Settlements - - - - -	—	—	—	—	—	19,714	23,202	24,962	31,605	31,452
Other Countries - - - - - -	—	—	—	—	—	2,209	2,281	2,009	2,877	2,483
	—	—	—	—	—	87,524	77,786	80,174	98,035	101,218
Other Sorts - - - - - -	—	—	—	—	—	2,989	2,390	3,366	3,438	2,908
Total, Fruits and Vegetables -	—	—	—	—	—	213,241	361,817	207,230	248,634	230,482
Grain and Pulse:										
Barley:										
United Kingdom - - - - Cwt.	0	53,110	14,365	13,930	362,966	0	10,777	3,548	2,765	74,157
Belgium - - - - - - ,,	0	6,006	1,001	0	21,067	0	1,228	250	0	4,299
Germany - - - - - - ,,	0	0	0	0	11,066	0	0	0	0	2,159
Aden - - - - - - - ,,	5,072	4,969	8,019	5,388	2,241	1,231	1,408	1,745	1,325	626
Arabia - - - - - - - ,,	10,939	1,978	10,210	2,191	128	2,594	425	1,948	487	28
China, Hong-Kong - - - ,,	8	4	219,379	3,120	0	2	1	49,142	622	0
Japan - - - - - - - ,,	0	35,917	67,375	59,825	32	0	7,205	15,200	13,373	9
Persia - - - - - - - ,,	45,501	4,517	9,567	0	1,007	10,551	1,007	1,829	0	190
Straits Settlements - - - ,,	354	452	39,465	310	237	129	172	9,159	134	102
Other Countries - - - - ,,	1,998	6,167	7,167	8,016	7,383	689	1,538	1,723	2,131	1,880
,,	63,872	113,120	376,548	92,810	406,067	15,196	23,761	84,544	20,837	83,450
Gram:										
United Kingdom - - - - Cwt.	154,714	72,055	99,840	213,193	354,264	33,486	12,572	18,263	39,360	83,613
France - - - - - - - ,,	27,194	100,988	454,392½	38,740	308,314	6,134	22,214	98,954	9,054	73,302
Egypt - - - - - - - ,,	0	7	267	10,663	12,410	3,238	3	82	3,188	4,418
Mauritius - - - - - - ,,	87,048	78,260	89,197	60,961	58,929	24,789	21,919	25,595	17,950	18,155
Réunion - - - - - - ,,	44,393	16,151	17,116	2,939	0	9,891	5,222	3,150	667	0
Aden - - - - - - - ,,	2,456	11,007	8,179	7,037	11,102	843	3,800	2,575	2,451	4,036
Arabia - - - - - - - ,,	636	861	11,547	7,572	6,490	186	239	3,310	2,394	2,050
Ceylon - - - - - - - ,,	50,474	59,801	58,893	57,243	69,594	12,913	16,929	16,111	16,601	20,384
Straits Settlements - - - ,,	20,289	15,272	16,204	10,932	19,799	5,692	4,512	4,592	3,292	6,549
Other Countries - - - - ,,	28,666	10,634	21,662	8,392	7,681	7,140	3,467	6,361	2,724	2,933
,,	416,370	365,036	777,297	417,672	846,583	101,074	90,877	178,993	97,681	215,450

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*										
Grain and Pulse—*cont.*						£	£	£	£	£
Jawar and Bajra:										
United Kingdom - - - - Cwt.	172,710	170,761	20,846	34,312	98,476	33,925	26,914	3,209	6,937	21,034
France - - - - - - - ,,	71,001	173,597	27,774	48	56	12,850	30,776	4,938	8	14
Egypt - - - - - - - ,,	65,432	109,969	124,290	76,117	23,224	17,052	25,006	31,643	20,183	6,432
Abyssinia - - - - - - ,,	49,353	60,443	407,557	227,818	57,508	12,794	15,247	107,977	63,117	16,388
Africa, East, British - - - ,,	5 262	5,254	14,706	12,250	25,046	1,602	1,424	3,847	3,444	7,161
,, ,, Portuguese - - ,,	2,931	216,189	33,441	4,965	5,012	872	48,790	6,709	1,502	1,708
Somaliland, British - - - ,,	5,907	32,342	8,875	2,633	7,118	1,460	12,925	2,588	721	1,958
,, Foreign - - - ,,			9,488	36,469	7,807			2,380	10,436	2,169
Aden - - - - - - - ,,	166,690	823,199	1,123,570	713,249	324,643	43,176	205,581	279,936	193,348	84,929
Arabia - - - - - - - ,,	137,470	314,455	687,439	548,625	195,912	33,061	73,826	169,022	147,782	51,507
Mekran and Sonmiani - - ,,	50,277	24,694	29,578	8,629	7,009	10,297	4,485	5,318	1,771	1,332
Persia - - - - - - - ,,	9,271	17,760	5,523	0	3,355	1,964	3,789	1,074	0	836
Turkey in Asia - - - - ,,	0	2	5	860	17,688	0	1	1	160	3,672
Other Countries - - - - ,,	17,102	98,121	33,452	4,690	7,328	3,790	24,312	7,295	1,280	2,096
,,	753,406	2,056,786	2,526,544	1,670,670	780,182	172,843	473,076	625,937	450,689	201,236
Oats:										
Mauritius - - - - Cwt.	60,526	52,785	33,949	48,973	48,084	16,450	14,232	9,139	13,230	12,813
Other Countries - - - ,,	10,500	3,547	2,514	7,105	7,434	2,941	1,014	773	2,043	2,255
,,	71,026	56,332	36,463	56,078	55,518	19,391	15,246	9,912	15,273	15,068
Pulse:										
United Kingdom - - - - Cwt.	1,423,676	1,426,068	1,590,912	1,134,985	429,266	321,018	308,631	323,282	250,860	117,900
Belgium - - - - - - ,,	200	2,798	228,708	145,423	24,496	60	671	50,935	33,964	5,516
France - - - - - - ,,	206,764	86,595	163,764	249,994	41,800	39,142	18,474	38,934	54,730	8,712
Germany - - - - - - ,,	79,177	11,802	151,246	63,208	29,488	22,884	3,569	32,147	14,324	7,725
Africa, East, British - - - ,,	18,000	12,330	17,588	17,744	10,507	6,740	3,992	6,207	6,553	3,953
Mauritius - - - - - - ,,	104,723	112,050	147,331	110,897	100,582	35,618	39,391	48,208	36,603	35,972
Natal - - - - - - - ,,	45,582	53,975	50,292	37,755	39,060	19,362	20,654	19,543	15,729	17,525
Réunion - - - - - - ,,	6,055	6,389	7,883	20,613	0	1,088	1,633	1,216	5,102	0
Somaliland, British - - - ,,	2,247	11	917	7,116	59	712	4	248	2,846	40
,, Foreign - - - ,,			0	8,015	73			0	2,286	37
British West Indies - - - ,,	18,550	13,510	14,221	12,638	11,946	5,726	4,408	4,407	5,128	5,299
British Guiana - - - - ,,	17,913	11,343	14,524	6,403	4,615	5,807	3,884	4,473	2,389	2,115
Aden - - - - - - - ,,	13,180	17,462	17,498	13,041	9,794	4,895	5,965	6,080	5,119	4,191
Arabia - - - - - - - ,,	3,806	7,315	15,851	37,558	5,105	1,431	2,513	5,262	13,940	2,071
Ceylon - - - - - - ,,	91,891	107,036	180,948	123,603	175,212	28,049	34,000	57,023	40,638	61,856
China, Hong-Kong - - - ,,	12,316	35,188	45,761	15,327	7,890	3,101	10,375	11,143	4,820	2,481
Japan - - - - - - ,,	438	131,804	222,780	29,846	80,792	106	23,022	36,127	5,405	16,513
Straits Settlements - - ,,	61,101	87,725	110,501	74,685	84,861	19,128	26,500	31,531	24,373	30,475
Australia - - - - - - ,,	5,672	9,045	3,538	9,092	23,634	1,891	2,788	1,105	2,993	6,716
Other Countries - - - ,,	19,179	30,332	142,657	18,574	18,765	6,271	8,795	33,725	6,790	7,058
,,	2,130,470	2,163,278	3,126,920	2,136,517	1,097,945	523,029	519,264	711,596	534,592	336,155
Rice in the Husk:										
Ceylon - - - - - - - Cwt.	437,440	551,964	609,816	825,975	654,640	67,992	84,530	97,243	150,353	133,158
Other Countries - - - - ,,	14,522	8,601	3,259	2,770	492	2,481	1,201	565	464	101
,,	451,962	560,565	613,075	828,745	655,132	70,473	85,731	97,808	150,817	133,259
Rice not in the Husk:										
United Kingdom - - - Cwt.	2,956,678	3,780,018	4,378,262	3,473,883	2,649,912	814,141	1,046,814	1,096,838	993,006	836,214
Austria-Hungary - - - ,,	958,146	2,558,413	4,003,364	2,442,632	3,158,342	228,229	610,807	912,119	583,712	806,365
Belgium - - - - - - ,,	31,774	534,784	859,043	725,215	641,284	8,161	125,153	208,400	172,978	176,964
Denmark - - - - - - ,,	0	298,414	3,875	0	0	0	69,541	858	0	0
France - - - - - - ,,	79,203	197,754	437,127	219,391	232,762	20,888	45,868	101,111	54,218	63,144
Germany - - - - - - ,,	320,924	5,073,533	5,545,935	4,968,851	6,664,744	112,191	1,278,580	1,365,033	1,316,134	1,901,656
Holland - - - - - - ,,	56,052	2,510,989	3,394,098	2,513,425	3,743,714	22,044	585,107	791,940	593,393	884,181
Italy - - - - - - - ,,	132,913	28,257	115,695	55,511	33,343	30,470	7,235	27,570	12,572	7,976
Roumania - - - - - - ,,	0	58,388	202,793	171,991	144,971	0	14,176	44,097	41,778	38,283
Russia - - - - - - - ,,	53,286	80,565	103,998	2,001	120,008	11,231	19,463	23,531	498	28,850
Sweden - - - - - - ,,	83,950	120,020	507,610	113,365	176,899	18,436	28,209	108,389	24,882	43,371
Turkey in Europe - - - ,,	3	37,210	18,749	123,537	11,524	0	10,430	4,620	35,369	3,837
Egypt - - - - - - - ,,	15,869,897	674,905	549,919	1,317,932	1,667,274	3,601,758	198,167	137,372	356,467	527,218
Abyssinia - - - - - - ,,	8,389	6,508	12,669	14,870	10,088	3,140	2,659	4,582	5,616	4,070
Africa, East, British - - - ,,	501,199	453,856	561,911	438,141	482,634	138,379	143,328	165,576	140,318	174,488

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*											
Grain and Pulse—*cont.*											
Rice not in the husk—*cont.*							£	£	£	£	£
Africa, East, German	Cwt.	4,733	20,499	12,665	119,219	134,179	1,647	7,110	4,358	41,626	55,594
„ „ Portuguese	„	88,085	203,440	136,374	197,245	162,542	29,482	72,152	46,657	62,661	60,805
„ West, British	„	0	93,348	0	0	0	0	26,709	0	0	0
Cape Colony	„	200,833	157,445	233,550	226,852	251,953	86,010	67,155	80,023	81,866	94,197
Madagascar	„	11,757	8,263	16,472	10,390	5,798	4,172	2,792	5,165	3,335	2,365
Mauritius	„	1,204,371	1,273,230	1,193,250	1,207,419	1,195,693	411,912	416,112	392,840	439,561	499,943
Natal	„	422,687	417,385	410,535	339,642	329,822	171,588	164,495	159,892	136,897	162,347
Réunion	„	405,620	412,741	180,208	163,771	58,813	109,269	119,830	53,497	54,281	21,067
Somaliland, British	„	125,176	127,037	129,411	76,693	56,116	44,544	47,208	47,132	28,976	25,668
„ Foreign	„			2,665	10,921	20,302			1,061	3,988	7,941
Canada	„	0	93,304	0	45	486	0	20,193	0	16	152
British West Indies	„	201,899	156,434	160,643	207,972	94,307	72,566	54,009	58,053	72,129	47,265
Other „ „	„	24,835	15,886	63,435	70,532	19,002	9,198	4,779	27,404	31,745	8,840
Argentine Republic	„	32,108	0	118,230	88,952	119,723	6,716	0	25,635	20,482	31,518
Brazil	„	974,002	698,260	1,039,377	384,838	232,397	261,175	209,059	273,453	110,128	63,851
Chile	„	84,379	78,346	147,722	238,973	173,414	21,718	21,973	38,920	63,707	53,189
British Guiana	„	162,335	126,461	221,994	82,557	12,489	59,808	43,920	70,981	26,377	5,853
Dutch Guiana	„	22	74	0	0	26,719	10	27	0	0	13,346
Aden	„	331,609	531,494	344,263	355,348	392,273	112,646	193,955	124,541	131,212	169,479
Arabia	„	1,233,686	1,000,821	1,197,733	1,003,257	649,548	437,813	373,135	443,862	382,323	292,816
Bahrein Islands	„	0	0	210,905	207,825	120,366	0	0	76,855	85,859	53,921
Ceylon	„	4,921,668	5,227,503	5,566,475	5,976,582	6,128,069	1,669,364	1,726,655	1,814,195	2,141,576	2,535,971
China, Hong-Kong	„	308,532	499,587	291,795	65,460	91,005	70,197	120,861	48,326	11,010	24,420
„ Treaty Ports	„	350,889	60,186	51,420	20,841	227,913	83,170	14,048	12,458	5,125	74,439
Japan	„	4,080,969	7,029,236	9,277,239	6,593,531	2,663,060	1,084,104	1,975,231	2,347,596	1,825,539	804,368
Java	„	566,898	547,375	399,170	1,894,194	386,335	140,539	137,993	94,024	501,585	118,683
Maldives	„	14,721	32,099	22,636	27,628	19,753	5,197	11,065	7,749	10,094	8,559
Mekran and Sonmiani	„	28,087	25,065	29,254	24,322	21,106	8,563	8,153	9,165	7,793	7,402
Persia	„	262,050	106,894	139,193	71,340	70,630	91,790	39,147	49,937	27,318	30,022
Philippines	„	389,844	861,315	31,024	149,080	0	107,128	273,597	8,889	40,130	0
Siam	„	20,793	10,803	24,207	14,679	14,009	4,501	2,816	5,802	4,147	4,447
Straits Settlements	„	9,326,714	7,324,455	5,414,510	5,028,694	4,066,678	2,354,109	2,042,868	1,379,042	1,372,633	1,255,398
Sumatra	„	0	0	40,078	140,385	122,678	0	0	9,975	37,926	39,829
Turkey in Asia	„	66,221	640,207	928,355	338,042	135,644	20,072	190,459	238,352	97,058	47,560
Australia	„	80,615	168,867	74,793	213,590	294,555	21,147	45,503	17,531	56,145	92,183
Other Countries	„	54,495	84,512	68,578	79,805	19,175	15,696	27,616	22,045	27,572	7,027
	„	47,033,137	44,441,186	48,873,297	42,211,269	33,054,054	12,524,919	12,636,162	12,981,501	12,273,761	12,217,022
Rice Flour	Cwt.	7,424	3,327	2,529	4,594	6,165	1,442	1,389	974	2,078	2,966
Wheat:											
United Kingdom	Cwt.	6,683,228	21,231,863	28,928,757	14,183,363	14,610,524	1,948,196	6,032,913	7,994,302	4,276,648	4,306,807
Belgium	„	878,070	2,802,610	7,588,857	1,130,644	790,774	251,345	812,028	2,133,233	342,533	237,122
Denmark	„	0	0	156,660	0	0	0	0	42,726	0	0
France	„	23,028	991,849	3,428,374	1,854,981	194,125	7,144	286,496	958,628	577,004	59,167
Germany	„	0	72,267	1,195,533	36,052	51,224	0	21,271	325,466	11,033	15,903
Gibraltar	„	0	0	0	58,914	0	0	0	0	18,460	0
Holland	„	0	145,496	371,284	180,804	0	0	39,845	96,033	53,018	0
Italy	„	0	76,000	23,400	62,002	0	0	21,829	6,950	19,059	0
Spain	„	0	0	531,816	826,417	47,376	0	0	147,864	258,139	16,880
Sweden	„	0	0	74,320	172,760	194,900	0	0	21,057	54,418	58,171
Egypt	„	2,345,784	185,716	262,464	54,256	20,048	676,141	53,901	75,153	17,614	6,019
Abyssinia	„	3	0	13	7,758	3,010	1	0	5	2,769	1,205
Africa, East, British	„	6,272	6,738	7,287	6,422	5,788	2,635	2,670	2,854	2,588	2,537
Cape Colony	„	5	22	54,008	14	17	1	28	16,202	4	10
Mauritius	„	5,271	7,431	5,471	7,811	6,431	1,853	2,289	1,527	2,108	1,925
United States	„	4	44,391	50,050	0	0	2	12,107	12,512	0	0
Aden	„	17,547	30,008	32,500	25,160	28,366	7,341	11,858	12,014	9,040	11,484
Arabia	„	169,983	45,315	162,580	39,865	43,355	62,244	16,869	54,456	13,998	17,120
China, Hong-Kong	„	19,033	26,035	71,865	24,454	15,717	5,641	7,261	19,286	7,749	5,803
Japan	„	0	179,091	15,683	64,043	0	0	52,549	4,796	18,063	0
Persia	„	92,936	8,343	12,641	806	1,938	31,215	2,663	4,279	281	645
Straits Settlements	„	2,015	5,098	14,433	9,197	7,288	631	1,532	4,299	2,426	2,159
Turkey in Asia	„	18,342	220	3,958	155	3,051	6,822	80	1,430	50	1,269
Australia	„	24,796	49,677	0	0	0	6,997	13,311	0	0	0
Other Countries	„	5,833	3,142	8,548	4,589	4,952	2,029	1,136	2,307	1,668	2,084
	„	10,292,150	25,911,312	43,000,502	18,750,467	16,028,914	3,010,238	7,392,636	11,937,379	5,689,600	4,836,310

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*											
Grain and Pulse—*cont.*											
Wheat Flour:							£	£	£	£	£
United Kingdom	Cwt.	0	50	52,523	15,802	1,800	0	22	24,784	7,073	830
Egypt	,,	6,876	9,859	21,645	38,572	34,889	3,124	4,699	10,007	18,615	17,083
Africa, East, British	,,	87,921	51,442	57,799	48,047	55,640	35,264	21,987	26,707	22,677	26,808
,, ,, German	,,	2,321	1,208	3,698	10,933	13,916	1,072	539	1,674	5,181	6,891
,, ,, Portuguese	,,	8,396	6,931	8,456	7,120	8,044	3,859	3,178	3,818	3,407	3,818
,, S.W., German	,,	2,464	14,353	1,641	378	0	1,059	6,319	780	173	0
Mauritius	,,	112,387	142,456	176,901	91,761	103,108	50,228	62,472	76,566	41,575	45,764
Aden	,,	150,109	238,990	223,376	243,282	192,304	71,093	113,282	103,532	115,972	97,204
Arabia	,,	135,955	155,846	269,669	258,758	218,559	59,080	62,116	119,222	122,137	104,966
Ceylon	,,	113,846	107,433	113,100	105,096	113,202	51,155	47,497	51,216	50,525	53,371
China, Treaty Ports	,,	0	0	22,486	1,789	0	0	0	10,901	811	0
Mekran and Sonmiani	,,	3,314	4,321	5,139	3,066	4,998	1,094	1,390	1,740	1,092	1,677
Persia	,,	82,448	46,386	20,778	6,128	10,350	27,976	16,153	7,360	2,473	4,117
Straits Settlements	,,	5,679	9,935	27,541	54,234	49,579	2,389	4,227	12,175	27,410	22,413
Other Countries	,,	6,361	21,212	26,743	14,090	12,073	2,916	9,375	10,959	6,430	5,532
	,,	718,077	810,422	1,031,495	899,056	818,462	310,309	353,256	461,441	425,551	390,474
Other Sorts:											
United Kingdom	Cwt.	701,899	343,656	1,031,232	65,145	3,708	122,887	61,443	194,583	12,366	757
Austria-Hungary	,,	22,943	10,496	12,006	0	0	4,688	2,274	1,910	0	0
Belgium	,,	121,911	29,244	335,709	14,181	424	25,891	5,549	64,030	3,101	91
France	,,	312,110	37,679	67,021	26	0	57,800	7,053	13,414	5	0
Germany	,,	47,372	38,600	203,058	8,705	335	9,451	6,993	41,927	1,681	90
Africa, East, British	,,	4,230	6,491	22,394	12,891	4,692	844	1,040	3,862	2,436	1,091
,, ,, Portuguese	,,	23,287	195,999	497	808	1,837	4,990	46,367	112	214	483
Other Countries	,,	48,933	29,910	19,755	10,285	10,230	11,060	6,434	4,201	2,808	3,219
	,,	1,282,735	692,075	1,691,672	112,042	21,226	237,611	137,153	324,039	22,611	5,731
TOTAL, Grain and Pulse	,,	63,220,629	77,173,439	102,056,342	67,180,520	58,770,248	16,986,525	21,728,551	27,414,127	19,683,490	18,437,121
Provisions:											
Butter:											
Aden	Lb.	38,531	100,647	58,307	59,353	53,752	1,770	4,040	2,283	2,357	2,267
Ceylon	,,	120,261	127,480	157,880	156,952	148,666	6,021	6,174	7,257	7,573	7,068
Other Countries	,,	59,185	61,298	54,558	91,480	95,926	3,582	2,983	2,768	4,511	4,618
	,,	217,977	289,425	270,745	307,785	298,344	11,373	13,197	12,308	14,441	13,953
Fishmaws and Sharkfins:											
United Kingdom	Lb.	167,478	21,199	15,816	16,607	16,424	19,630	2,671	2,253	1,388	2,044
China, Hong-Kong	,,	258,001	21,717	110,068	121,074	156,341	9,154	1,053	6,134	7,238	9,403
Straits Settlements	,,	327,443	361,727	329,078	365,149	383,416	24,376	27,346	23,557	25,921	22,546
Other Countries	,,	82,143	77,230	6,558	22,948	9,254	4,597	3,197	205	642	230
	,,	835,065	481,873	461,520	525,778	565,435	57,757	34,267	32,149	35,189	34,223
Fish, Dry, Unsalted:											
Mauritius	Lb.	437,304	1,015,322	451,528	961,273	500,090	2,381	6,774	2,686	6,671	2,979
Natal	,,	499,723	301,840	368,090	262,234	241,913	3,740	2,733	3,187	2,601	2,120
Ceylon	,,	2,660,945	2,947,364	1,612,627	1,948,194	4,408,271	12,968	15,285	7,662	9,601	21,176
Other Countries	,,	207,040	295,161	368,998	199,261	348,702	1,330	2,849	2,665	2,107	2,548
	,,	3,805,012	4,559,687	2,801,243	3,370,962	5,498,976	20,419	27,641	16,200	20,980	28,823
Fish, Dry, Salted:											
Africa, East, British	Lb.	258,832	385,589	687,834	597,800	506,383	1,313	1,484	2,952	2,584	2,056
Ceylon	,,	13,400,345	14,435,856	15,858,174	13,144,555	10,444,630	82,786	89,093	101,592	85,047	72,439
Other Countries	,,	80,051	32,475	213,205	28,215	122,174	745	163	1,291	207	876
	,,	13,739,228	14,853,920	16,759,213	13,770,570	11,073,187	84,844	90,740	105,835	87,838	75,371
Fruits and Vegetables, Dried, Salted, and Preserved:											
United Kingdom	Cwt.	2,091	3,550	5,240	4,165	4,189	1,948	1,937	3,063	2,417	3,930
France	,,	418	808	883	914	5,975	121	214	431	1,061	8,870
Germany	,,	2,337	6,803	3,496	3,856	6,547	667	1,827	929	699	3,526
Italy	,,	11,629	11,737	10,769	11,028	12,353	4,337	4,198	3,993	3,775	4,392
Egypt	,,	12,942	11,768	17,538	19,034	11,830	5,130	4,071	5,346	5,966	4,016
Mauritius	,,	2,925	4,031	3,180	2,797	2,267	1,002	1,567	1,060	881	686
Natal	,,	4,950	6,779	5,486	5,379	5,705	1,670	2,059	1,608	2,601	1,705
Aden	,,	3,500	5,547	3,317	9,973	3,698	1,536	2,394	1,364	4,059	1,482
Arabia	,,	5,599	4,093	6,927	13,598	8,814	1,987	1,750	2,436	4,465	2,623
Ceylon	,,	22,384	16,897	33,763	27,897	25,718	5,750	4,210	9,083	6,840	7,034
China, Hong Kong	,,	1,819	836	1,264	1,105	2,183	2,448	1,045	1,436	1,580	2,948
Persia	,,	3,870	4,718	5,939	11,720	6,603	1,443	1,707	1,827	4,325	2,327
Straits Settlements	,,	16,244	14,271	16,862	11,158	23,799	5,039	4,466	4,668	3,764	6,926
Turkey in Asia	,,	29,138	16,767	16,910	39,694	21,669	7,448	4,553	4,662	11,555	6,498
Other Countries	,,	6,518	12,768	9,523	7,391	6,673	2,287	3,899	2,746	2,305	3,077
	,,	126,364	121,373	141,097	169,709	148,023	42,313	39,897	44,652	56,293	60,040

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*										
Provisions—*cont.*						£	£	£	£	£
Ghi:										
United Kingdom - - - - Lb.	114,457	153,276	148,923	182,160	138,814	3,301	4,256	3 994	5,422	4,619
Egypt - - - - - - - „	179,504	6,848	623,200	684,898	250,457	5,065	198	18,413	21,246	8,012
Africa, East, British - - - „	537,568	270,619	187,715	67,183	53,939	14,658	7,800	5,564	2,003	1,798
„ „ Portuguese- - - „	100,119	53,825	107,290	57,647	128,984	2,938	1,629	3,226	1,880	4,560
Cape Colony - - - - - „	91,839	167,050	113,663	99,160	108,877	2,800	5,098	3,573	3,166	3,916
Madagascar - - - - - „	42,450	68,445	66,962	70,637	30,436	1,211	2,132	2,052	2,439	1,124
Mauritius- - - - - - „	424,520	336,839	465,832	372,133	209,868	13,297	10,480	14,747	12,176	11,009
Natal - - - - - - - „	1,060,173	834,982	976,812	903,236	723,943	34,439	26,140	31,168	29,634	24,949
Somaliland, British - - - „	25,480	0	36,442	799,680	0	718	0	1,292	22,372	0
British West Indies - - - „	21,970	34,493	20,228	61,135	27,264	609	1,033	602	1,940	885
British Guiana- - - - - „	56,178	41,229	25,626	28,059	27,116	1,621	1,175	761	883	916
Aden- - - - - - - - „	572,410	433,028	371,783	229,322	122,685	15,129	10,983	9,628	6,167	2,972
Arabia - - - - - - - „	470,381	282,505	360,695	184,555	44,915	12,404	7,425	9,961	5,724	1,382
Ceylon - - - - - - - „	415,979	439,584	488,092	429,881	404,586	10,999	11,509	13,099	12 453	12,837
China, Hong-Kong - - - - „	293,438	292,668	241,000	269,285	252,448	8,078	8,318	7,137	8,221	8,793
Persia - - - - - - - „	464,432	246,173	60,193	11,781	16,842	12,015	6,393	1,582	347	574
Straits Settlements- - - - „	1,328,463	1,481,778	1,588,362	1,750,106	1,950,403	36,335	41,122	44,727	50,926	59,435
Australia - - - - - - „	98,978	163,583	96,627	134,260	153,896	2,863	4,663	2,779	4,089	5,096
Other Countries - - - - „	119,706	83,940	118,472	156,722	138,729	3,313	2,368	3,512	4,830	4,819
„	6,418,045	5,390,865	6,097,917	6,491,870	4,884,252	181,783	152,722	177,817	195,918	157,696
Lard:										
Mauritius- - - - - - Lb.	170,503	100,196	50,920	61,597	55,451	3,414	2,035	1,033	1,250	1,049
Other Countries - - - - „	3,283	0	0	0	112	107	0	0	0	1
„	173,786	100,196	50,920	61,597	55,563	3,521	2,035	1,033	1,250	1,050
Other Sorts of Provisions - - -	—	—	—	—	—	50,057	49,203	48,139	61,906	62,918
TOTAL, Provisions - - - -	—	—	—	—	—	452,567	409,702	438,133	473,815	434,074
Salt:										
Ceylon - - - - - - Tons	3,355	4,266	7,199	4,710	0	1,190	1,454	2,788	1,842	0
Straits Settlements - - - „	2,310	2,020	3,489	6,978	12,790	540	233	854	2,624	6,356
Other Countries - - - - „	1	2	2	8	2	14	19	60	61	31
„	5,666	6,288	10,690	11,696	12,792	1,744	1,706	3,702	4,527	6,387
Spices:										
Betelnuts:										
Natal - - - - - - - Lb.	109,032	74,452	142,434	129,712	74,075	2,583	1,612	3,543	3,026	1,815
Other Countries - - - - „	266,018	267,485	177,742	213,814	215,680	2,537	2,975	2,057	2,601	2,890
„	375,050	341,937	320,176	343,526	289,770	5,120	4,587	5,600	5,627	4,705
Cardamoms:										
United Kingdom - - - Lb.	44,347	85,850	68,883	71,206	55,085	4,562	6,337	4,527	4,868	4,333
Germany - - - - - - „	42,581	42,354	15,269	17,753	16,433	3,959	3,027	938	1,165	1,363
Egypt - - - - - - - „	14,640	17,010	4,810	13,347	14,849	1,449	1,544	476	913	984
Aden - - - - - - - „	50,078	15,953	18,406	32,155	26,668	3,096	920	1,257	1,853	1,474
Arabia - - - - - - - „	67,730	53,185	59,622	101,967	54,418	6,425	4,329	4,653	7,261	3,891
Persia - - - - - - - „	28,877	21,302	7,226	14,046	3,579	2,863	1,951	558	990	292
Turkey in Asia - - - - „	20,904	26,442	6,554	14,568	6,507	2,209	2,329	404	906	441
Other Countries - - - - „	35,783	25,338	20,261	30,343	24,835	3,186	2,071	1,405	1,878	1,833
„	302,940	287,434	201,031	295,390	202,374	27,749	22,508	14,218	19,834	14,611
Chillies:										
United Kingdom - - - Lb.	199,316	119,891	4,781	68,832	85,428	1,463	752	112	668	745
Mauritius - - - - - - „	253,159	315,750	245,890	279,746	287,027	1,461	1,864	1,893	2,935	2,481
Aden - - - - - - - „	165,966	132,832	126,336	162,566	104,356	1,039	855	892	1,197	828
Ceylon - - - - - - - „	6,194,960	8,246,064	7,366,278	6,514,851	8,419,713	35,690	57,756	59,181	60,720	71,284
Straits Settlements - - - „	2,424,914	3,364,684	1,513,033	1,780,554	1,872,738	15,128	22,153	11,223	18,019	18,599
Other Countries - - - - „	270,197	197,934	261,960	196,156	238,667	1,716	1,260	2,120	1,779	1,905
„	9,508,512	12,377,155	9,518,178	9,002,705	11,007,929	56,497	84,640	75,421	85,318	95,842

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*											
Spices—*cont.*							£	£	£	£	£
Ginger:											
United Kingdom	Lb.	1,525,202	2,903,802	3,380,048	2,373,728	1,565,020	24,045	44,399	42,206	23,158	22,641
Austria-Hungary	„	355,040	446,249	772,800	441,174	61,936	6,462	7,055	10,990	4,165	609
Germany	„	392,871	765,001	1,012,403	619,880	219,920	7,306	12,320	12,080	6,087	2,528
United States	„	1,283,847	1,616,357	1,863,484	2,361,982	960,801	18,186	20,832	18,095	17,451	9,185
Aden	„	2,110,828	3,090,845	2,413,712	2,525,509	1,517,696	30,778	48,498	27,765	18,987	17,661
Arabia	„	302,919	980,423	546,267	760,652	378,544	3,915	11,815	5,503	6,434	4,041
Ceylon	„	184,884	171,780	147,180	170,301	242,373	2,747	2,346	1,982	1,542	2,184
Persia	„	247,417	345,784	195,412	124,421	78,356	3,429	4,405	2,136	1,448	993
Turkey in Asia	„	505,984	395,124	138,025	150,292	74,732	6,930	4,896	1,341	1,371	1,327
Other Countries	„	488,710	746,152	694,688	341,235	316,153	6,835	9,504	6,404	2,873	3,312
	„	7,397,702	12,061,517	11,164,019	9,869,174	5,415,531	110,633	166,070	128,452	83,516	64,481
Pepper:											
United Kingdom	Lb.	801,665	908,779	844,245	969,741	757,311	18,905	20,686	20,067	22,865	18,340
Austria-Hungary	„	336,000	907,620	354,620	733,040	246,400	7,793	21,360	8,530	16,572	5,727
Belgium	„	196,700	253,400	492,240	722,120	375,200	4,540	6,002	11,624	16,692	8,693
France	„	641,442	1,074,507	373,006	464,597	338,758	14,828	25,403	8,803	10,293	7,484
Germany	„	1,444,660	3,519,276	2,821,672	4,623,633	1,813,756	34,289	83,361	65,510	105,601	41,592
Holland	„	89,600	1,274,660	311,080	820,400	112,000	1,940	30,360	7,247	19,091	2,667
Italy	„	1,410,080	1,997,688	2,259,992	3,089,380	2,263,912	33,119	47,195	53,068	69,087	52,321
Egypt	„	969,865	588,760	187,261	461,682	190,779	22,858	13,918	4,355	9,976	4,534
Africa, East, British	„	43,748	40,292	64,612	77,698	71,836	1,140	922	1,423	1,741	1,618
Mauritius	„	68,518	53,874	65,641	72,570	41,022	1,522	1,226	1,488	1,724	934
Natal	„	59,380	32,653	48,383	52,930	49,045	1,324	758	1,123	1,282	1,175
Canada	„	0	0	0	90,300	56,000	0	0	0	2,190	1,113
United States	„	720,300	1,425,559	683,732	2,780,170	1,034,040	16,827	33,591	15,873	63,952	23,097
Aden	„	615,300	527,093	404,880	713,461	363,899	13,229	11,891	9,151	15,419	7,984
Arabia	„	176,609	285 889	300,521	464,448	250,557	4,080	6,699	6,898	10,292	5,801
Ceylon	„	48,084	49,370	71,262	57,236	55,787	1,188	1,149	1,849	1,660	1,718
China, Hong-Kong	„	14,000	7	84,000	140	165,648	333	0	2,000	3	3,937
Persia	„	714,234	511,756	302,251	634,696	392 464	17,493	12,170	7,123	15,040	9,234
Turkey in Asia	„	862,648	770,809	332,333	780,084	719,501	20,837	18,286	7,720	17,144	17,416
Other Countries	„	92,333	126,991	111,685	2 31 ,368	201,174	2,187	3,125	2,561	6,533	4,697
	„	9,310,166	14,348,983	10,113,416	17,389,994	9,499,089	218,432	338,102	236,414	407,157	220,082
Other Sort of Spices	„	430,307	188,268	125,050	300,440	99,110	5,709	2,810	2,569	3,792	1,637
TOTAL, Spices	„	27,324,677	39,605,294	31,441,870	37,701,229	26,513,803	424,140	618,717	462,674	605,244	401,358
Sugar:											
Sugar, Refined or Crystallised:											
Africa, East, British	Cwt	1,005	883	1,270	1,648	1,470	906	823	1,220	1,590	1,384
Aden	„	1,005	1,515	1,315	5,531	2,844	917	1,434	1,308	5,552	2,576
Arabia	„	1,146	1,405	1,519	3,779	3,972	1,073	1,301	1,383	3,439	3,209
Ceylon	„	6,379	6,965	17,624	6,328	7,520	2,970	3,679	11,312	4,159	4,396
Persia	„	1,651	1,133	1,250	2,779	2,611	1,539	1,078	1,144	2,650	2,232
Turkey in Asia	„	2,293	1,510	1,747	4,294	2,842	2,173	1,448	1,753	4,227	2,610
Other Countries	„	1,628	1,126	1,042	1,599	2,231	1,104	974	994	1,515	1,952
	„	15,607	14,537	25,767	25,958	23,490	10,682	10,737	19,114	23,132	18,359
Sugar, Unrefined:											
United Kingdom	Cwt.	175,074	167,947	158,416	182,666	127,973	41,370	46,179	64,174	74,419	36,830
Somaliland, British	„	267	268	0	8,640	59	140	167	0	6,336	62
Aden	„	10,396	7,824	5,951	10,821	7,932	6,085	4,767	3,431	6,852	5,093
Arabia	„	852	781	5,704	5,258	2,419	437	438	3,310	3,377	1,485
Ceylon	„	17,017	18,778	21,369	20,797	24,080	4,594	5,781	6,651	7,288	8,306
Other Countries	„	2,911	2,407	1,450	2,316	1,836	1,544	1,362	852	1,330	1,205
	„	206,517	198,005	192,890	230,498	164,299	54,170	58,694	78,418	99,602	52,981
TOTAL, Sugar	„	222.124	212,542	218,657	256,456	187,789	64,852	69,431	97,532	122,734	71,340

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
II.—ARTICLES OF FOOD AND DRINK—*cont.*											
Tea*:							£	£	£	£	£
United Kingdom	Lb.	152,895,529	168,394,203 1,792,348	166,514,020 1,177,259	165,238,408 1,353,025	175,433,503 736,117	4,186,004	4,682,573 43,501	4,441,836 31,331	4,559,393 34,061	5,031,082 18,602
Austria-Hungary	„	24,691	20,168	43,076	32,739	126,647	1,018	935	1,252	860	2,769
Belgium	„	224,204	22,763	58,830	69,627	57,428	1,057	162	1,616	2,007	1,566
France	„	19,637	36,559	51,036	56,764	94,684	752	1,352	1,622	1,981	2,872
Germany	„	591,880	545,692	928,025	795,430	1,200,510	15,597	15,267	22,701	18,559	29,090
Holland	„	37,152	55,444	29,535	33,411	79,873	1,210	1,348	642	784	1,635
Russia	„	3,967,836	4,475,638 71,104	9,312,725 19,162	9,709,422 279,059	13,471,883 289,431	100,554	114,641 1,962	219,462 511	276,945 7,202	369,030 7,696
Turkey in Europe	„	390,328	216,445	363,009	303,260	611,693	9,025	5,175	8,294	7,099	15,509
Egypt	„	347,048	297,759 3,787	498,509 2,050	484,907	1,018,853	7,589	7,929 85	12,023 68	9,600	17,942
Africa, East, British	„	37,252	57,083	117,091	88,720	173,985	1,406	2,287	4,564	3,272	5,646
Cape Colony		48,603	54,354	13,513	28,289	44,579	1,287	1,442	395	855	1,604
Natal	„	75 376	17,369	30,178	60,160	9,799	2,324	591	976	1,814	311
Canada	„	5,554,309	8,338,336 237,424	12,513,129 93,947	14,945,016 73 697	14,326,545 188,238	146,672	230,899 5,746	363,217 2,057	445,090 2,297	433,859 6,235
United States	„	2,671,942	1,413,463 114,584	1,964,531 272,308	2,156,171 18,422	1,603,947 135,261	52,622	38,487 3,064	49,052 7,246	49,800 401	37,678 2,918
Aden	„	98,370	134,737	273,015	199,956	137,993	2,026	3,271	2,999	4,195	2,590
Arabia	„	163,274	512,646	551,808	438 761 3,415	378,492	4,142	13,733	14,475	10,898 110	9,612
Ceylon	„	169,693	868,043 876	1,291,144 1,447	2,101,127	4,815,558 2,726	4,480	26,103 29	45,028 57	68,506	146,394 70
China, Hong-Kong	„	1 141,631	1,205,054 6,625	1,201,087	1,384,852 2,275	1,400,760	26,462	30,282 161	30,190	36,861 76	35,549
„ Treaty Ports	„	370,366	5,701,712	611,982	1,709,223	3,418,915	6,201	136,739	9,177	36,163	55,456
Persia	„	3,254,035	2,168,852 2,400	3,133,692 2,704	1,102,283	928,820	100,593	68,812 80	89,056 90	30,272	25,348
Straits Settlements	„	77,440	124,126 6,000	78,146 4,235	131,626 1,944	147,178 6,016	1,917	2,413 27	2,516 43	3,301 28	4,185 101
Turkey in Asia	„	3,272,876	2,829,782	4,009,379	3,543,115	3,130,862	87,181	80,853	109,920	87,586	75,858
Australia	„	4,568,459	6,402,065	5,892,539	7,146,243	8,962,762	109,100	156,514	147,729	176,927	209,180
New Zealand	„	1,227,025	867,133	708,668	583,054	536,074	32,785	24,045	19,529	17,047	15,832
Other Countries	„	194,562	152,686 6,530	119,676 5,699	167,853 1,527	212,150 2,355	5,757	4,562 218	3,544 139	4,879 33	5,572 52
	„	181,423,618	204,918,115 2,241,678	210,308,347 1,578,811	212,490,424 1,733,364	232,293,493 1,360,144	4,907,761	5,650,415 54,873	5,602,115 41,542	5,854,194 44,208	6,536,169 35,674
Tea Waste†:											
United Kingdom	Lb.	—	—	775,530	1,595,662	1,417,100	—	—	3,596	6,989	6,152
United States	„	—	—	257,800	330,900	209,480	—	—	1,174	1,467	883
Other Countries	„	—	—	29,708	76,192	110,497	—	—	104	278	181
	„	—	—	1,063,038	2,002,754	1,737,077	—	—	4,874	8,734	7,516
Other Articles of Food and Drink		—	—	—	—	—	865	48	285	46	91
TOTAL, Articles of Food and Drink		—	—	—	—	—	23,932,537	29,806,845	35,379,531	28,216,775	26,824,531
III.—METALS AND MANUFACTURES OF:											
Metals:											
Brass (mainly wrought):											
United Kingdom	Cwt.	513	398	364	1,520	6,719	5,362	3,608	3,454	6,847	21,651
Africa, East, British	„	196	234	255	348	173	812	898	926	1,381	817
United States	„	124	248	41	137	93	1,115	1,829	513	1,610	985
Arabia	„	482	446	761	893	389	4,284	3,795	6,594	7,425	2,895
Ceylon	„	1,406	213	78	82	68	5,221	964	367	393	507
Other Countries	„	1,032	982	895	601	606	5,965	5,313	4,488	3,177	2,958
	„	3,753	2,521	2,394	3,581	8,048	22,759	16,407	16,342	20,833	29,813
Chromite (Chrome Iron Ore)†:											
United Kingdom	Cwt.	—	—	26,080	37,936	59,494	—	—	4,009	7,052	8,935
France	„	—	—	19,655	17,338	12,539	—	—	2,438	2,309	2,005
Other Countries	„	—	—	10,088	5,729	1,001	—	—	1,279	764	133
	„	—	—	55,826	63,003	73,034	—	—	7,726	10,125	11 073
Copper (mainly old and wrought):											
United Kingdom	Cwt.	1,297	239	11	1,593	13,208	1,747	770	151	5,479	50 610
Italy	„	0	0	0	0	1,200	0	0	0	3	5,200
Africa, East, British	„	185	106	533	204	120	827	479	2,256	918	577
Aden	„	267	364	327	207	109	1,307	1,775	1,544	997	524
Ceylon	„	424	379	363	283	162	1,868	1,550	1,553	1,230	889
Straits Settlements	„	451	536	439	556	189	1,802	2,287	2,394	2,445	955
Other Countries	„	1,015	669	682	758	886	2,202	2,906	3,035	3,485	4,684
	„	3,639	2,293	2,405	3,601	15,874	9,753	9,747	10,933	14,563	63,469
Iron (mainly wrought):											
China, Treaty Ports	„	0	33,140	20,500	30,000	5,900	0	4,419	2,767	4,000	787
Aden	„	1,486	1,481	248	1,263	1,160	1,037	1,165	159	858	813
Arabia	„	2,343	2,934	1,547	3,508	3,172	1,655	1,995	965	2,003	2,137
Australia	„	3,041	0	0	0	32,480	710	0	0	0	5,279
Other Countries	„	34,865	27,591	54,477	24,101	44,035	6,205	7,800	13,587	7,608	10,037
	„	41,735	65,146	76,772	58,872	86,747	9,607	15,379	17,478	14,469	19,653
Manganese Ore:											
United Kingdom	Cwt.	1,910,805	2,210,128	1,294,109	2,557,139	4,392,130	73,710	84,093	52,457	105,095	192,638
Austria-Hungary	„	0	0	0	44,000	1	0	0	0	1,907	0
Belgium	„	20,000	385,760	500,300	1,082,020	1,971,614	1,000	17,452	24,958	51,534	109,784
France	„	0	41,001	216,000	588,020	669,710	0	2,050	10,307	32 184	42,997
Germany	„	214,685	199,700	0	2	0	10,798	9,985	0	0	0
Holland	„	101,000	70,000	106,000	48,000	40,000	5,050	3,500	5,300	2,400	2,000
Egypt	„	0	0	215,000	78,000	0	0	0	10,750	3,380	0
United States	„	859,000	717,200	1,287,500	1,936,700	2,786,400	35,867	35,860	56,710	91,107	125,133
	„	3,105,490	3,623,789	3,618,909	6,333,881	9,859,855	126,425	152,940	160,512	287,607	472,552

* From 1903-4, black and green Teas are distinguished, black being placed first.
† Separately enumerated from 1st April, 1904.

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
III.—METALS AND MANUFACTURES OF—*cont.*											
Metals:							£	£	£	£	£
Tin, ore and unwrought (block):											
Straits Settlements	Cwt.	501	473	450	379	843	2,873	2,568	2,535	2,196	4,701
Other Countries	„	3	7	7	47	86	28	21	16	255	120
	„	504	480	457	426	929	2,901	2,589	2,551	2,451	4,821
Other Metals	Cwt.	336	909	2,982	490	7,177	3,787	2,288	2,152	1,494	8,591
TOTAL, Metals	„	3,155,457	3,695,138	3,759,745	6,463,854	10,051,664	175,232	199,350	217,694	351,537	609,972
Hardware and Cutlery, including Plated Ware:											
United Kingdom		—	—	—	—	—	4,127	3,796	4,031	7 080	9,754
Africa, East, British		—	—	—	—	—	1,480	1,743	1,738	2,886	1,940
Natal		—	—	—	—	—	1,267	1,072	656	531	304
Ceylon		—	—	—	—	—	3,669	5,024	5,381	4,875	4,344
Straits Settlements		—	—	—	—	—	1,599	2,525	2,303	3,471	3,106
Other Countries		—	—	—	—	—	5,130	8,109	6,209	9,546	9,851
		—	—	—	—	—	17,272	22,269	20,318	28,389	29,299
Machinery and Millwork		—	—	—	—	—	882	386	1,714	1,277	2,240
Railway Plant and Rolling Stock:											
United Kingdom		—	—	—	—	—	6,987	7,877	5,189	6,851	6,331
Other Countries		—	—	—	—	—	165	15	0	356	50
		—	—	—	—	—	7,152	7,892	5,189	7,207	6,381
TOTAL, Metals and Manufactures of		—	—	—	—	—	200,538	229,897	244,915	388,410	647,892
IV.—CHEMICALS, DRUGS, AND MEDICINES—NARCOTICS AND DYEING AND TANNING MATERIALS:											
Chemicals:											
Borax:											
China, Hong-Kong	Cwt.	4,049	4,714	3,926	3,544	4,918	6,317	6,281	4,889	4,593	6,716
Other Countries	„	953	619	528	602	695	1,216	730	669	773	971
	„	5,002	5,333	4,454	4,146	5,613	7,533	7,011	5,558	5,366	7,687
Saltpetre:											
United Kingdom	Cwt.	120,609	113,929	85,493	69,748	98,803	82,405	76,933	60,184	55,896	77,143
France	„	31,279	36,401	32,902	10,934	17,570	20,840	24,421	23,351	8,699	13,862
Italy	„	1,557	2,550	1,824	0	949	1,050	1,547	1,147	0	693
Mauritius	„	17,374	15,482	19,599	25,842	26,174	12,394	10,783	13,901	18,828	19,146
United States	„	113,171	122,773	102,090	104,696	105,034	76,627	82,629	69,130	79,818	79,146
Ceylon	„	8,519	8,038	11,290	9,237	8,241	7,268	5,673	7,304	6,559	5,599
China, Hong-Kong	„	102,306	75,994	81,593	99,905	78,499	77,226	57,764	56,860	74,114	65,563
„ Treaty Ports	„	660	4,805	2,724	1,876	1,488	452	3,180	1,790	1,449	1,161
Japan	„	2,451	1,809	0	450	400	1,701	1,182	0	385	314
Straits Settlements	„	9,160	8,818	9,390	10,041	12,213	6,153	6,374	6,669	8,236	10,289
Australia	„	2,055	898	948	595	1,144	1,643	612	605	539	986
Other Countries	„	881	617	888	3,105	2,863	727	588	649	2,338	2 266
	„	410,622	392,114	348,741	336,429	353,378	288,486	271,691	241,588	256,861	276,168
Other Sorts		—	—	—	—	—	3,180	2,903	3,753	4,530	5,887
TOTAL, Chemicals		—	—	—	—	—	299,199	281,605	250,899	266,757	289,742
Drugs and Medicines:											
Chinchona Bark:											
United Kingdom	Lb.	1,573,622	1,108,199	1,175,992	910,904	494,587	26,574	18,472	19,834	15,769	7,944
Other Countries	„	5,876	328	1,402	5,456	0	98	5	23	91	0
	„	1,579,498	1,108,527	1,177,394	916,360	494,587	26,672	18,477	19,857	15,860	7,944
Other Sorts		—	—	—	—	—	70,127	80,234	99,096	91,524	69,240
TOTAL, Drugs and Medicines		—	—	—	—	—	96,799	98,711	118,953	107,384	77,184

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
IV.—CHEMICALS, DRUGS AND MEDICINES, NARCOTICS, AND DYEING AND TANNING MATERIALS—*cont.*						£	£	£	£	£
Opium:										
United Kingdom - - - - Cwt.	657	426	406	625	462	34,300	27,585	29,249	41,619	30,096
Mauritius - - - - - - „	43	37	56	58	32	2,258	2,228	4,014	3,777	2,047
Natal - - - - - - - „	5	6	7	29	1	303	399	693	2,243	113
Canada - - - - - - „	4	22	20	53	154	921	1,450	1,491	3,525	8,533
Ceylon - - - - - - „	290	276	280	261	259	15,169	18,394	19,907	17,141	16,679
China, Hong-Kong - - - „	50,139	52,554	53,942	54,337	57,692	2,753,815	3,576,431	4,036,436	3,775,826	3,771,409
„ Treaty Ports - - - „	19,017	22,689	18,097	13,029	13,752	1,263,635	1,610,296	1,504,604	1,130,372	1,031,065
French Indo-China - - - „	1,907	3,299	1,026	733	851	98,620	212,247	76,333	50,345	52,673
Java - - - - - - - „	1,041	960	1,100	1,128	1,364	53,798	63,402	78,383	70,960	87,117
Siam - - - - - - - „	0	1,384	808	734	514	0	93,323	58,000	47,062	30,150
Straits Settlements - - - „	21,593	20,719	17,966	18,139	18,989	1,114,266	1,365,743	1,262,834	1,163,529	1,150,506
Australia - - - - - - „	46	97	122	106	363	2,599	6,798	9,124	6,697	23,733
Other Countries - - - - „	100	25	14	15	16	4,939	1,814	1,227	1,416	1,160
TOTAL, Opium - - - - „	94,842	102,494	93,844	89,247	94,449	5,344,623	6,980,110	7,082,295	6,314,512	6,205,281
Tobacco:										
Unmanufactured:										
Holland - - - - - - - Lb.	2,197,150	436,365	2,069,668	2,044,168	2,035,675	6,008	1,443	6,261	6,208	5,864
Mauritius - - - - - - „	80,077	59,706	69,616	87,770	49,026	1,053	828	1,097	1,530	783
Aden - - - - - - - „	6,750,599	6,964,368	5,086,775	5,380,767	5,376,854	55,027	56,240	41,271	43,898	43,417
Ceylon - - - - - - - „	133,527	127,845	158,003	127,485	122,799	1,531	1,356	1,803	1,354	1,470
China, Hong-Kong - - - - „	1,507,481	1,660,511	2,280,712	3,173,763	3,132,716	8,250	9,521	14,003	21,739	21,190
Straits Settlements - - - „	3,682,346	1,913,445	1,962,033	1,540,030	9,193,716	25,019	15,016	15,633	15,136	59,123
Other Countries - - - - „	223,781	205,756	689,662	737,203	1,034,054	1,159	1,345	3,729	3,951	4,795
„	14,574,961	11,367,996	12,316,469	13,091,186	20,944,840	98,047	85,749	83,797	93,816	136,642
Manufactured:										
Cigars:										
United Kingdom - - - Lb.	296,997	150,440	135,931	135,411	121,050	37,174	15,009	14,886	16,790	13,297
Gibraltar - - - - - - „	22,089	26,195	29,825	31,881	76,462	1,547	1,781	1,982	2,139	4,158
Cape Colony - - - - - „	64,796	7,786	4,755	3,450	3,409	6,713	1,000	651	585	575
Natal - - - - - - - „	81,979	15,984	7,083	8,653	6,562	8,646	1,878	1,096	1,343	954
Aden - - - - - - - „	24,530	27,188	14,147	12,975	13,355	1,914	1,913	1,187	998	1,036
Ceylon - - - - - - „	13,775	7,752	7,679	7,787	10,297	1,162	830	875	799	1,158
Straits Settlements - - - „	394,982	470,221	493,599	557,895	698,269	18,554	22,638	24,497	27,512	35,445
Other Countries - - - - „	75,347	77,881	96,517	110,550	123,885	6,136	6,472	7,223	8,561	9,876
„	974,495	783,447	789,536	868,602	1,053,289	81,846	51,521	52,397	58,727	66,499
Other Sorts - - - - - Lb.	229,009	247,774	274,121	312,254	322,037	2,324	2,509	2,557	3,486	3,258
TOTAL, Tobacco - - „	15,778,465	12,399,217	13,380,126	14,272,042	22,320,166	182,217	139,779	138,751	156,029	206,399
Dyeing and Tanning Materials:										
Cutch:										
United Kingdom - - - Cwt.	50,075	71,518	34,761	32,383	55,836	64,232	85,109	37,130	34,426	63,634
France - - - - - - „	1,350	16,340	12,400	7,250	14,415	1,679	18,215	10,923	6,420	13,907
Germany - - - - - - „	3,500	8,962	3,900	3,150	5,366	3,960	8,812	3,129	2,526	4,864
Holland - - - - - - „	4,718	6,536	4,110	4,518	14,182	6,557	8,553	4,538	4,563	14,701
Egypt - - - - - - - „	7,700	5	5	0	0	9,250	17	5	0	0
United States - - - - „	20	4,530	3,450	4,220	1,385	27	5,133	4,227	5,512	1,683
Ceylon - - - - - - „	1,465	887	1,311	876	1,216	2,177	1,063	1,766	1,407	1,704
China, Hong-Kong - - - „	472	1,198	1,576	1,098	2,154	443	709	1,687	672	2,486
Other Countries - - - „	1,005	2,962	1,049	1,575	2,715	1,181	3,549	1,331	2,066	3,192
„	70,305	112,938	62,562	55,070	97,269	89,506	131,460	64,736	57,592	106,171
Indigo:										
United Kingdom - - - Cwt.	10,497	10,744	10,743	7,749	7,942	147,452	131,712	126,845	100,193	110,691
Austria-Hungary - - - „	2,831	3,820	4,691	2,264	3,495	41,014	53,430	57,199	33,042	56,545
Belgium - - - - - - „	203	597	530	346	162	2,109	6,324	6,346	5,001	2,659
France - - - - - - „	2,077	1,975	3,173	970	541	28,220	24,971	37,966	14,757	8,645
Germany - - - - - „	2,035	1,776	1,609	487	523	24,380	21,918	19,715	5,911	7,573
Holland - - - - - - „	208	18	414	64	185	2,533	2,064	4,347	960	3,133

No. 13—*continued.*

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
IV.—CHEMICALS, DRUGS AND MEDICINES, NARCOTICS AND DYEING AND TANNING MATERIALS—*cont.*										
Dyeing and Tanning Materials—*cont.*										
Indigo—*cont.*						£	£	£	£	£
Italy - - - - - - Cwt.	848	550	618	293	224	12,261	7,223	7,202	3,934	3,210
Russia - - - - - - „	593	1,789	3,104	2,076	1,838	5,237	11,208	20,365	14,110	15,228
Turkey in Europe - - - „	206	205	259	187	54	2,835	2,661	3,142	1,974	727
Egypt - - - - - - „	16,114	15,375	11,516	9,702	9,195	197,388	170,727	121,067	117,503	114,225
United States - - - - „	6,619	8,494	4,334	1,530	1,258	89,899	96,172	50,614	20,392	18,609
Arabia - - - - - - „	153	346	654	355	560	1,134	2,392	5,431	3,298	6,078
China, Hong-Kong - - - „	1,104	36	3	0	704	19,881	432	30	0	11,189
Japan - - - - - - „	9,946	4,355	168	242	1,600	121,346	52,416	1,847	3,167	19,522
Persia - - - - - - „	3,074	3,701	3,798	1,676	2,422	32,088	45,193	46,260	19,410	28,665
Straits Settlements - - - „	1,732	406	1	30	619	19,928	4,642	2	273	6,847
Turkey in Asia - - - - „	6,746	4,474	3,390	2,981	3,453	50,905	65,200	44,378	43,545	48,734
Other Countries - - - - „	341	1,583	247	234	327	5,178	18,783	3,149	3,448	4,655
„	65,377	60,410	49,252	31,186	35,102	803,788	717,468	556,405	390,918	466,985
Myrabolams:										
United Kingdom - - - - Cwt.	589,473	563,324	631,552	500,928	581,481	130,970	131,380	148,830	114,215	144,975
Austria-Hungary - - - - „	66,296	52,235	68,202	63,366	67,476	16,013	12,785	18,359	19,580	19,009
Belgium - - - - - - „	151,134	206,875	142,542	205,682	200,729	30,450	43,272	33,494	52,761	49,254
France - - - - - - „	37 785	42,077	44,678	45,419	46,304	8,665	10,193	11,434	11,552	11,959
Germany - - - - - - „	279,765	310,403	260,545	324,738	191,669	57,414	69,343	60,075	80,503	49,754
Italy - - - - - - „	10,807	15,839	7,399	9,997	19,466	2,389	3,411	1,837	2,427	4,345
Russia - - - - - - „	17,953	24,274	14,382	22,376	34,670	4,594	6,188	4,102	5,899	9,309
Australia - - - - - „	1,836	13,119	14,791	25,045	7,035	524	3,757	4,994	8,217	1,975
Other Countries - - - - „	2,601	1,463	3,494	8,847	13,389	465	357	813	2,224	2,593
„	1,157,650	1,229,609	1,187,585	1,206,398	1,162,219	251,484	280,686	283,938	297,378	293 173
Safflower:										
China, Hong-Kong - - - Cwt.	1,758	2,812	1,962	1,251	2,029	2,248	2,489	951	831	1,608
Straits Settlements - - - - „	1,010	1,076	767	554	1,475	1,182	1,204	467	503	1,262
Other Countries - - - - „	201	425	264	179	166	344	807	736	673	489
„	2,969	4,313	2,993	1,984	3,670	3,774	4,500	2,154	2,007	3,359
Turmeric:										
United Kingdom - - - - Cwt.	16,141	14,048	9,417	6,503	8,659	9,944	6,422	3,686	3,100	7 147
France - - - - - - „	5,766	3,925	2,800	6,444	4,658	2,574	1,451	779	2,690	3,117
Germany - - - - - „	13,694	6,534	5,037	4,165	7,675	6,393	2,387	2,066	2,011	5 283
Egypt - - - - - - „	3,035	807	427	325	1,091	1,968	512	211	220	88
Mauritius - - - - - „	1,670	1,992	1,950	2,168	1,758	1,153	1,307	1,270	1,733	1,460
Natal - - - - - - „	1,739	864	1,293	1,380	1,222	1,429	554	802	982	968
United States - - - - „	6,876	289	711	972	3,567	3,405	142	339	576	2,517
Aden - - - - - - „	9,065	6,174	3,330	5,810	6,549	5,961	3,467	1,926	3,669	5,264
Arabia - - - - - - „	2,697	2,830	1,688	4,037	3,871	1,800	1,459	1,001	2,767	3,245
Ceylon - - - - - - „	6,065	6,419	6,688	7,030	7,627	2,518	2,602	2,833	4,214	5,229
Persia - - - - - - „	7,924	2,961	1,111	3,242	3,994	5,286	1,737	705	2,388	3,300
Straits Settlements - - - „	29,855	11,907	3,624	3,092	3,363	11,775	3,958	1,572	2,021	2,257
Turkey in Asia - - - - „	10,184	2,757	1,100	2,181	4,448	6,519	1,390	642	1,655	3,590
Other Countries - - - - „	11,365	6,727	4,884	2,196	3,764	5,113	2,789	2,485	1,425	2,994
„	126,076	68,234	44,090	49,545	62,246	65,838	30,177	20,317	29,451	47,264
Other Sorts - - Cwt.	25,020	22,252	23,390	28,052	25,449	5,717	6,494	7,393	10,232	9,364
TOTAL, Dyeing and Tanning Materials - Cwt.	1,447,397	1,497,756	1,369,872	1,372,235	1,385,955	1,220,107	1,170,785	934,943	787,578	926,316
TOTAL, Drugs, &c. - - - - -	—	—	—	—	—	7,142,945	8,670,990	8,525,842	7,632,260	7,704 922

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
V.—OILS:											
Essential:							£	£	£	£	£
United Kingdom	Gals.	3,129	3,700	1,897	1,996	1,947	6,926	7,140	6,619	7,584	6,022
France	„	8,053	8,754	4,114	3,350	7,611	19,731	20,353	10,157	11,914	16,970
Germany	„	4,336	4,651	4,423	5,800	6,351	11,405	9,283	9,516	10,368	15,837
Egypt	„	5,342	4,294	6,959	9,672	4,068	6,512	4,703	8,153	9,284	5,226
United States	„	772	274	513	800	918	2,011	644	1,279	2,616	3,181
Arabia	„	1,110	708	962	1,018	2,003	1,278	1,040	1,007	2,027	2,234
Other Countries	„	2,767	3,637	2,378	4,027	4,444	3,528	4,045	3,865	3,678	4,713
	„	25,514	26,018	21,746	26,663	27,342	51,391	47,208	40,596	47,421	54,183
Mineral:											
Kerosene:											
Straits Settlements	Gals.	0	722,068	1,786,740	492,672	0	0	24,069	59,558	16,423	0
China, Hong Kong	„	0	40	950,028	857,016	0	0	1	31,667	28,567	0
China Treaty Ports	„	0	40	1,314,427	412,016	0	0	1	41,239	13,734	0
Other Countries	„	2,085	191,760	24,944	4,862	24,684	70	4,442	830	153	729
	„	2,085	913,908	4,076,139	1,766,566	24,684	70	28,513	133,294	58,877	729
Paraffin Wax:											
United Kingdom	Cwt.	52,786	38,077	47,787	22,999	19,313	65,217	46,783	64,970	31,230	26,455
Belgium	„	0	0	0	2,100	2,700	0	0	0	2,800	3,600
Germany	„	0	0	1,000	7,414	2,242	0	0	1,333	9,889	3,041
Africa, East, Portuguese	„	0	0	0	400	7,711	0	0	0	534	11,129
United States	„	0	0	300	3,352	3,789	0	0	400	4,600	5,272
Japan	„	0	15	2,482	3,691	4,169	0	20	3,302	5,612	5,687
Straits Settlements	„	633	881	1,238	1,364	1,977	760	1,447	1,537	1,890	2,810
Australia	„	1,200	1,440	1,120	8,080	10,506	1,400	1,867	1,547	10,815	14,204
New Zealand	„	1,052	3,100	233	3,694	5,473	1,225	3,651	338	4,813	7,507
Other Countries	„	793	381	547	3,701	2,329	941	441	825	5,043	3,135
	„	56,464	43,894	54,707	56,795	60,209	69,543	54,209	74,252	77,226	82,840
Other Sorts	Gals.	19,686	25,397	164,253	12,962	881,452	654	906	4,316	625	14,614
TOTAL, Mineral Oil	Cwt.	56,464	43,894	54,707	56,795	60,209	70,267	83,628	211,862	136,728	98,183
	Gals.	21,771	939,305	4,240,392	1,779,528	906,136					
Vegetable, not Essential:											
Castor:											
United Kingdom	Gals.	503,257	316,598	256,975	191,034	129,102	31,448	19,366	16,148	16,290	14,855
Cape Colony	„	137,026	285,628	110,344	92,070	172,802	11,753	24,385	9,049	7,158	20,029
Mauritius	„	119,640	115,494	92,582	105,867	96,602	9,889	8,657	6,488	8,917	9,771
Natal	„	344,323	353,501	212,269	255,528	231,358	24,792	18,981	11,884	19,756	23,027
Ceylon	„	69,798	64,519	72,041	61,994	65,818	5,021	3,635	3,892	4,289	5,667
China, Hong Kong	„	9,402	42,098	102,524	68,392	33,737	818	3,420	8,296	6,142	3,246
Straits Settlements	„	266,478	209,264	242,672	201,169	185,019	20,876	15,038	18,044	15,414	16,845
Australia	„	453,992	389,130	428,520	293,677	363,723	44,051	32,530	27,784	23,478	37,126
New Zealand	„	147,600	111,042	89,841	111,748	132,380	14,119	10,934	6,112	8,366	13,798
Other Countries	„	22,057	28,926	24,338	50,629	35,095	1,781	1,937	1,902	4,329	3,770
	„	2,073,573	1,916,200	1,632,106	1,432,108	1,445,636	164,548	138,883	109,599	114,139	148,134
Cocoanut:											
United Kingdom	Gals.	468,822	768,915	681,329	503,042	345,739	45,714	76,616	64,955	47,730	34,029
Belgium	„	186,645	266,381	70,823	48,852	27,743	17,965	26,041	6,923	4,944	2,757
France	„	16,005	56,045	13,447	25,259	13,989	1,524	5,338	1,281	2,406	1,332
Germany	„	454,356	975,635	641,867	523,400	266,651	43,475	93,634	62,676	51,836	25,897
Holland	„	84,253	156,990	43,108	13,473	0	8,024	15,066	4,141	1,340	0
Natal	„	33,570	15,298	5,465	5,600	2,863	3,916	1,628	601	652	353
United States	„	775,448	1,104,940	534,107	345,403	281,970	73,472	103,759	50,883	35,119	27,646
Other Countries	„	3,2731	35,427	31,047	43,395	20,817	3,520	3,357	3,031	4,418	2,506
	„	2,051,830	3,379,631	2,021,193	1,508,424	959,772	197,610	325,439	194,491	148,445	94,520
Groundnuts:											
Mauritius	Gals.	51,594	24,537	3,495	2,356	11,095	6,278	2,418	318	231	1,158
Natal	„	26,467	16,135	6,319	2,239	3,120	3,098	1,720	637	235	350
Other Countries	„	6,724	9,931	38,768	3,219	2,393	657	767	3,215	252	239
	„	84,785	50,603	48,582	7,814	16,608	10,033	4,905	4,170	718	1,747
Linseed:											
Ceylon	Gals.	9,889	6,849	6,450	6,620	7,830	1,893	1,140	1,048	1,103	1,005
China, Hong Kong	„	2,268	5,010	8,910	14,541	12,190	434	872	1,484	2,294	1,520
Japan	„	500	800	9,490	64,380	47,800	97	147	1,582	10,456	6,197
Australia	„	55,542	42,626	36,385	49,201	11,025	10,261	7,488	6,064	8,199	1,476
New Zealand	„	40,240	68,411	35,586	28,899	24,490	7,471	11,882	5,931	6,483	3,057
Other Countries	„	11,690	14,256	5,775	13,041	10,820	2,159	2,581	926	1,997	1,340
	„	120,129	137,952	102,596	186,682	114,205	22,315	24,110	17,035	30,532	14,595
Mustard or Rape:											
United Kingdom	Gals.	9,862	13,660	17,567	25,543	19,892	846	1,490	1,244	2,685	2,161
Mauritius	„	150,730	186,089	243,576	175,624	113,068	14,803	17,176	21,426	17,696	13,399
Natal	„	105,261	91,767	117,657	95,733	93,787	11,210	8,165	10,276	10,198	11,244
British Guiana	„	11,883	4,592	11,821	4,489	3,574	1,077	365	905	496	467
Australia	„	16,355	21,843	11,659	19,427	22,581	2,074	2,898	1,231	2,369	3,015
Other Countries	„	20,751	23,223	25,472	17,727	20,782	1,967	2,228	2,169	1,806	2,440
	„	314,792	346,174	432,752	338,543	273,684	31,977	32,322	37,251	35,250	32,726

No. 13—*continued.*

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
V.—OILS—*cont.*:											
Vegetable, not essential—*cont.*:											
							£	£	£	£	£
Til or Jinjili:											
Africa, East Portuguese	Gals.	16,413	11,810	11,859	12,741	9,868	1,723	1,245	1,145	1,335	1,183
Mauritius	,,	68,786	73,723	120,031	113,724	65,104	6,896	7,602	10,970	10,705	6,959
Aden	,,	21,711	53,219	50,987	55,912	14,878	2,484	4,960	4,564	5,276	1,552
Arabia	,,	54,805	69,322	134,321	60,427	41,097	5,968	6,703	12,238	5,865	4,926
Ceylon	,,	23,303	27,980	20,442	14,073	13,510	2,288	2,947	2,035	1,390	1,534
China, Hong Kong	,,	0	1,627	168,158	2,625	0	0	170	13,416	210	0
Other Countries	,,	27,710	48,030	41,658	48,808	21,420	2,874	4,667	3,776	4,838	2,489
	,,	212,728	285,711	547,456	308,310	165,877	22,233	28,294	48,144	29,619	18,643
Other Sorts	Gals.	10,152	19,639	45,037	14,367	15,238	980	1,601	5,312	1,262	1,455
TOTAL, Vegetable, not essential	Gals.	4,867,989	6,135,910	4,829,722	3,796,248	2,991,020	449,696	555,554	416,002	359,965	311,820
Animal Oils	Gals.	8,408	16,932	4,809	9,169	28,481	430	877	252	436	1,545
TOTAL, Oils	Gals.	4,923,682	7,118,165	9,096,669	5,611,608	3,952,979	571,786	687,268	668,712	544,550	465,731
	Cwt.	56,464	43,894	54,707	56,795	60,209					
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES:											
Bristles and Fibre for Brushes and Brooms:											
United Kingdom	Cwt.	8,247	17,943	24,922	30,485	26,630	42,959	69,261	54,267	63,788	59,604
Belgium	,,	13,562	16,930	18,659	24,463	22,674	11,493	14,987	15,528	17,871	17,112
Germany	,,	13,340	17,899	15,794	27,874	25,858	25,762	32,311	38,205	51,748	30,575
Holland	,,	2,699	3,242	3,956	4,281	4,837	1,949	2,805	3,168	4,993	4,342
Ceylon	,,	32,664	25,640	16,181	5,536	6,141	21,994	17,173	9,949	3,846	4,226
Other Countries	,,	405	1,604	1,778	1,234	2,518	1,110	1,885	1,540	1,156	2,070
	,,	70,917	83,258	81,290	93,873	88,158	105,267	138,422	122,657	143,402	117,929
Canes and Rattans:											
United Kingdom	Cwt.	657	782	413	688	572	1,353	780	509	1,050	1,398
Other Countries	,,	2,768	1,508	1,464	1,424	1,855	1,977	1,021	667	1,032	1,142
	,,	3,425	2,290	1,877	2,112	2,427	3,330	1,801	1,176	2,082	2,540
Caoutchouc:											
United Kingdom	Cwt.	589	1,077	2,137	3,502	3,702	5,866	14,475	31,907	52,330	59,501
United States	,,	365	478	1,217	1,887	608	2,865	5,482	15,788	30,087	13,352
Straits Settlements	,,	30	139	730	136	20	260	1,971	11,005	2,149	229
Other Countries	,,	51	98	136	57	159	419	1,218	2,084	909	1,484
	,,	1,035	1,792	4,220	5,582	4,489	9,410	23,146	60,784	85,475	74,566
Coal and Coke:											
Africa, East, British	Tons	11,562	19,642	7,162	11	3,700	7,140	10,476	3,820	21	3,577
Mauritius	,,	14,700	8,802	13,413	10,618	11,332	7,744	4,591	6,655	4,829	6,049
United States	,,	3	0	33	0	6,231	3	0	15	0	3,058
Aden	,,	21,214	43,410	14,598	29,312	19,233	11,311	22,786	7,374	15,633	11,324
Arabia	,,	0	4	0	1,163	2,692	0	10	0	1,187	4,384
Ceylon	,,	274,473	257,251	374,754	381,051	404,149	170,624	133,378	193,887	199,660	213,281
China, Hong Kong	,,	0	0	0	126,069	100,711	0	0	0	63,120	52,712
Java	,,	0	3,842	6,115	8,171	14,953	0	2,049	3,221	4,258	7,937
Straits Settlements	,,	89,592	142,256	143,729	235,429	293,788	50,783	71,752	76,177	124,744	154,598
Sumatra	,,	14,655	13,975	30,802	35,227	70,648	6,839	7,103	16,427	18,788	39,346
Turkey in Asia	,,	1,000	0	900	582	3,660	934	0	840	908	5,246
Australia	,,	1,744	2	0	7,501	5,300	1,163	1	0	4,001	2,827
Other Countries	,,	2,609	3,886	3,326	2,117	3,657	1,960	2,066	1,797	1,477	2,811
	,,	431,552	493,070	594,832	837,251	940,054	258,501	254,172	310,213	438,576	507,650
Coir:											
United Kingdom	Cwt.	4,188	10,073	5,517	3,873	5,007	2,912	7,236	4,065	2,731	3,384
Cape Colony	,,	12,953	7,260	4,555	3,272	1,330	6,545	3,329	1,939	1,585	611
Natal	,,	10,098	4,342	3,779	2,414	268	5,902	2,124	1,937	1,255	146
Other Countries	,,	3,320	3,825	3,994	3,323	4,712	2,014	2,419	2,396	1,902	2,968
	,,	30,559	25,500	17,845	12,882	11,317	17,373	15,108	10,337	7,473	7,109

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*							£	£	£	£	£
Cotton:											
United Kingdom	Cwt.	371,796	652,183	346,512	373,227	451 718	616,800	1,372,633	749,974	734,167	856,193
Austria-Hungary	„	569,072	705,256	456,276	615,176	618,741	972,127	1,516,359	988,240	1,181,765	1,251,626
Belgium	„	779,288	1,089,146	667,871	1,127,936	1,101,755	1,263,659	2,165,895	1,363,182	2,056,176	2,089,921
France	„	419,386	559,754	234,990	482,481	560,358	745,708	1,252,452	515,554	953,613	1,102,206
Germany	„	1,122,078	1,568,466	1,025,256	1,384,046	1,663,217	1,829,912	3,096,314	2,012,954	2,462,581	3,147,634
Holland	„	17,828	41,490	16,688	209	21,455	30,161	75,880	33,219	392	41,192
Italy	„	647,509	1,000,899	627,281	809,111	873,619	1,058,133	1,997,545	1,319,453	1,537,496	1,709,803
Russia	„	33,823	131,649	4,588	7,038	12,702	61,639	289,876	12,430	15,520	26,613
Spain	„	110,898	265,485	126,690	139,526	139,312	191,638	576,817	297,128	278,746	278,908
Sweden	„	10,036	15,575	3,624	17,636	21,860	17,520	33,791	7,705	34,964	49,157
Turkey in Europe	„	207	6,197	4,993	0	2,737	235	12,768	11,079	0	4,890
Egypt	„	0	297	597	1,330	2,628	1	159	494	2,467	6,005
United States	„	659	1,288	1,942	232	3,132	1,323	3,677	3,569	378	6,083
Arabia	„	1,259	2,486	2,269	1,781	2,442	791	2,027	1,619	2,260	1,831
Ceylon	„	8,900	8,082	8,516	9,132	6,892	15,107	14,158	19,273	15,817	13,722
China, Hong-Kong	„	144,707	131,200	157,368	172,286	117,336	237,992	241,099	321,925	323,408	221,731
„ Treaty Ports	„	51,097	33,457	13,846	12,400	48,714	90,279	72,310	28,253	22,631	98,255
French Indo-China	„	22,901	28,807	2,454	7,385	12,171	40,348	59,418	5,231	15,354	26,356
Japan	„	1,721,777	1,680,475	1,950,905	2,230,989	1,728,958	2,650,185	3,456,491	3,921,987	4,577,711	3,704,935
Straits Settlements	„	946	853	473	819	1	1,351	1,495	737	1,201	1
Australasia	„	6,081	3,781	4,175	4,737	7,382	10,732	7,008	8,405	8,604	13,226
Other Countries	„	4,558	4,249	429	2,007	3,709	2,491	2,592	663	2,429	3,414
	„	6,044,806	7,931,075	5,657,743	7,399,534	7,400,839	9,838,132	16,250,764	11,623,124	14,227,680	14,652,307
Fodder, Bran, and Cattle Food (including Hay and Straw):											
Oilcake:											
United Kingdom	Cwt.	201,558	169,336	237,603	510,069	334,595	58,840	45,739	60,976	144,698	85,872
Germany	„	158,731	286,583	179,001	255,047	248,813	34,757	65,803	38,774	63,414	63,867
Mauritius	„	0	6,382	15,930	7,600	4,477	0	1,230	4,090	1,441	1,023
Ceylon	„	475,914	546,136	646,231	449,168	334,949	101,517	106,425	118,449	93,587	82,847
China, Hong Kong	„	357	424	8,059	88,884	98	53	88	840	10,122	22
Japan	„	1	0	4,952	53,087	3,016	1	0	817	8,886	684
Java	„	91,191	116,330	225,224	73,507	208	19,909	25,998	46,590	15,988	59
Straits Settlements	„	52,645	53,382	49,243	19,684	14,522	12,166	12,081	10,050	4,025	3,614
Other Countries	„	3,947	23,023	38,388	17,866	4,033	931	3,867	6,655	4,452	1,328
	„	984,344	1,201,596	1,404,631	1,474,912	944,711	228,174	261,231	287,241	346,613	239,316
Rice-bran:											
United Kingdom	Tons	95,836	95,238	102,616	127,332	89,421	172,084	161,769	163,555	225,577	195,542
Belgium	„	0	0	248	3,016	650	0	0	210	7,364	2,020
Germany	„	2,699	2,979	26,154	23,195	20,650	5,320	4,952	50,187	59,827	43,813
China, Hong-Kong	„	1,015	4,654	1,752	2,570	315	1,750	7,444	2,254	4,405	657
Straits Settlements	„	50,814	52,842	36,520	32,619	34,425	97,293	102,078	76,720	71,644	80,777
Other Countries	„	10,020	2,031	239	410	602	19,062	3,797	413	638	1,228
	„	160,384	157,744	167,529	189,142	146,063	296,009	280,040	293,339	369,455	329,037
Other Sorts	Cwt.	235,104	333,182	345,526	350,200	249,099	47,392	64,978	67,494	71,628	58,290
TOTAL, Fodder, &c.	Tons	221,356	234,482	255,037	280,398	205,754	571,575	606,249	648,074	787,696	626,643
Gums and Resins:											
Arabic:											
United Kingdom	Cwt.	9,132	10,029	4,181	6,691	8,489	7,578	9,256	5,254	8,725	11,940
Belgium	„	4,383	3,892	5,169	4,425	2,086	4,010	4,101	5,368	5,027	2,859
France	„	4,279	3,052	2,475	4,873	6,001	3,410	3,200	2,557	4,708	6,840
Germany	„	17,431	19,318	14,795	14,072	13,882	12,802	14,499	13,649	15,208	16,278
United States	„	660	1,000	780	204	1,860	443	901	1,001	337	2,924
Other Countries	„	2,134	1,569	977	2,399	2,884	2,066	1,542	1,145	2,904	3,777
	„	38,019	39,760	28,377	32,664	35,202	30,309	33,499	28,974	36,909	44,618
Other Sorts	„	3,131	3,200	4,718	6,712	3,968	3,559	2,695	5,076	6,973	5,038
TOTAL, Gums, &c.	„	41,150	42,960	33,095	39,376	39,170	33,868	36,194	34,050	43,882	49,656

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*							£	£	£	£	£
Hemp (chiefly Sann):											
United Kingdom	Cwt.	248,311	251,934	225,367	281,617	318,649	165,530	174,281	154,464	200,444	249,241
Belgium	"	121,972	129,917	136,299	124,878	130,872	78,209	84,260	88,430	82,682	95,538
Denmark	"	803	128	0	892	4,780	536	128	0	829	3,469
France	"	18,091	20,900	14,461	25,499	37,601	11,907	14,750	11,597	18,019	26,471
Germany	"	28,331	44,199	28,707	42,044	45,429	18,238	28,000	18,856	30,220	33,210
Italy	"	14,867	19,831	26,779	28,645	45,097	9,819	13,942	18,352	21,787	36,939
United States	"	3,132	1,457	943	1,429	3,820	2,105	841	373	715	2,429
Arabia	"	2,197	3,221	3,258	2,790	2,220	1,996	2,890	2,876	2,600	2,171
Ceylon	"	332	1,662	91	68	4,809	221	1,280	40	36	4,017
Other Countries	"	1,763	4,150	3,584	4,800	5,225	1,255	3,217	2,766	3,985	4,741
	"	439,799	477,309	439,489	512,662	598,502	289,816	323,589	298,754	361,317	458,226
Hides and Skins, Raw:											
Hides:											
United Kingdom	Cwt.	37,408	39,900	49,444	73,796	74,228	85,734	102,726	152,062	250,144	263,511
Austria-Hungary	"	85,461	82,609	99,377	116,456	165,061	258,824	259,478	344,240	436,303	631,315
Belgium	"	3,805	3,228	3,337	15,317	7,719	10,174	9,530	11,338	51,056	26,703
Bulgaria	"	0	531	249	1,590	7,934	0	1,978	832	3,362	25,098
France	"	46,678	35,587	14,660	21,184	31,847	175,254	129,238	53,847	79,859	121,342
Germany	"	255,773	263,479	264,090	350,992	401,260	780,280	844,560	962,989	1,343,245	1,585,021
Greece	"	0	3,216	5,504	1,137	747	0	7,141	11,981	2,175	1,796
Holland	"	3,721	7,896	5,763	12,445	16,957	12,056	22,291	18,317	46,506	65,801
Italy	"	74,021	98,850	111,249	123,688	125,843	238,545	333,171	439,533	530,520	613,482
Spain	"	29,243	38,224	39,152	47,646	59,260	103,090	144,147	151,848	193,501	298,255
Turkey in Europe	"	812	6,069	8,703	8,170	9,026	2,361	16,987	24,994	21,218	24,151
Egypt	"	31,783	258	65	540	7,563	79,156	632	156	1,211	23,998
Canada	"	0	0	0	270	1,244	0	0	0	809	4,529
United States	"	94,994	69,905	94,953	144,236	154,707	251,974	189,649	271,974	480,090	521,560
Ceylon	"	0	0	1	11	642	1	0	7	52	3,031
China, Hong-Kong	"	43	219	163	1,918	104	79	486	205	2,172	258
Straits Settlements	"	5,917	2,434	2,124	7,340	5,695	10,077	4,163	4,100	12,223	10,265
Turkey in Asia	"	1,632	18,097	9,947	17,177	21,013	4,017	44,242	22,573	34,201	51,125
Other Countries	"	23	290	480	168	324	114	1,274	1,492	549	1,427
	"	671,314	670,792	709,261	944,081	1,091,174	2,011,736	2,111,693	2,472,488	3,489,196	4,272,698
Skins:											
Goat Skins:*											
United Kingdom	Cwt.	—	—	—	42,893	50,133	—	—	—	247,556	310,201
Austria-Hungary	"	—	—	—	2,639	234	—	—	—	16,295	2,928
Belgium	"	—	—	—	4,233	3,784	—	—	—	29,938	23,333
France	"	—	—	—	50,306	21,863	—	—	—	300,418	153,346
Germany	"	—	—	—	20,940	8,489	—	—	—	68,725	35,791
Holland	"	—	—	—	2,537	1,606	—	—	—	18,423	10,845
Italy	"	—	—	—	1,081	0	—	—	—	6,132	0
Spain	"	—	—	—	545	2	—	—	—	2,251	22
Canada	"	—	—	—	2,826	2,041	—	—	—	17,018	15,732
United States	"	—	—	—	368,785	294,058	—	—	—	2,326,880	1,983,348
Ceylon	"	—	—	—	2,119	503	—	—	—	14,503	3,111
Australia	"	—	—	—	1,575	3,711	—	—	—	6,957	22,750
Other Countries	"	—	—	—	248	138	—	—	—	937	917
	"	—	—	—	500,727	386,562	—	—	—	3,056,033	2,562,324
Sheep Skins:*											
United Kingdom	Cwt.	—	—	—	2,762	8,613	—	—	—	15,726	49,696
Austria-Hungary	"	—	—	—	193	643	—	—	—	1,167	4,260
France	"	—	—	—	683	1,654	—	—	—	2,963	9,396
Germany	"	—	—	—	4,589	12,621	—	—	—	23,277	77,536
Holland	"	—	—	—	732	1,033	—	—	—	5,830	4,875
Italy	"	—	—	—	458	1,153	—	—	—	1,794	5,337
United States	"	—	—	—	5,239	8,497	—	—	—	32,004	53,839
China, Hong-Kong	"	—	—	—	167	928	—	—	—	842	3,817
Other Countries	"	—	—	—	138	229	—	—	—	687	1,544
	"	—	—	—	14,961	35,371	—	—	—	84,290	210,400
Other Skins:*											
United Kingdom	Cwt.	—	—	—	1,688	5,586	—	—	—	8,494	27,329
Austria-Hungary	"	—	—	—	352	4,386	—	—	—	1,557	21,771
Belgium	"	—	—	—	282	0	—	—	—	1,244	0
France	"	—	—	—	1,888	2,074	—	—	—	7,461	8,873
Germany	"	—	—	—	1,590	5,215	—	—	—	7,942	24,547
Holland	"	—	—	—	334	1,875	—	—	—	1,387	9,144
Italy	"	—	—	—	4,677	10,987	—	—	—	26,036	64,278
Spain	"	—	—	—	729	2,138	—	—	—	4,686	14,627
United States	"	—	—	—	11,607	9,737	—	—	—	44,090	43,778
Other Countries	"	—	—	—	6	357	—	—	—	38	2,895
	"	—	—	—	23,153	42,355	—	—	—	102,935	217,242
Total Skins:											
United Kingdom	Cwt.	37,235	28,833	29,213	47,343	64,332	217,903	173,577	168,860	271,777	387,226
Austria-Hungary	"	27	2,352	1,478	3,184	5,263	154	8,899	7,501	19,019	28,959
Belgium	"	1,734	922	1,874	4,638	3,989	8,736	6,661	11,795	31,738	24,886
France	"	4,068	16,929	29,363	52,877	25,591	24,247	102,350	196,944	310,843	171,616
Germany	"	4,600	9,239	12,399	27,119	26,325	22,361	45,556	62,512	99,944	137,874
Holland	"	1,271	1,159	1,746	3,603	4,514	9,998	6,272	11,726	25,639	24,864
Italy	"	2,976	5,022	7,606	6,216	12,140	13,130	24,023	46,094	33,962	69,616
Spain	"	721	680	1,256	1,274	2,146	3,147	3,243	8,687	6,938	14,690
Canada	"	56	290	1,379	2,826	2,137	413	2,183	10,487	17,018	16,292
United States	"	188,799	198,956	280,096	385,631	312,292	1,378,391	1,402,883	1,700,388	2,402,974	2,080,965
Ceylon	"	0	0	283	2,119	679	0	3	1,556	14,509	4,447
China, Hong-Kong	"	209	180	5	388	943	885	419	20	1,564	4,067
Australia	"	0	317	476	1,576	3,713	0	2,142	3,090	6,959	22,770
Other Countries	"	31	396	87	47	224	211	905	611	374	1,704
	"	241,727	265,325	367,261	538,841	464,288	1,679,576	1,779,116	2,230,271	3,243,258	2,989,966
TOTAL, Hides and Skins	"	913,041	936,117	1,076,522	1,482,922	1,555,462	3,691,312	3,890,809	4,702,759	6,732,454	7,262,664
Horn and Hornmeal:											
United Kingdom	Cwt.	35,649	25,718	27,274	28,229	26,678	55,889	45,615	42,489	52,081	40,228
Belgium	"	6,463	900	4,896	6,741	10,093	8,743	1,200	6,864	9,911	14,421
France	"	19,849	18,226	21,229	30,751	32,887	37,077	23,647	34,601	48,061	50,229
Germany	"	8,732	8,145	6,470	5,391	5,264	10,990	9,362	6,463	5,310	5,472
Other Countries	"	703	416	1,713	2,409	3,849	985	563	1,075	1,300	2,419
	"	71,396	48,405	61,582	73,521	78,771	113,684	80,387	91,492	116,663	112,769

* From April, 1905.

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*										
						£	£	£	£	£
Ivory:										
United Kingdom - - - - - Lb.	240	227	2,361	3,442	4,607	53	160	1,093	1,789	2,385
China, Hong-Kong - - - - „	3,021	2,329	932	748	1,339	1,354	849	356	225	420
Other Countries - - - - - „	994	1,840	638	655	1,028	422	643	258	342	357
„	4,255	4,396	3,931	4,845	6,974	1,829	1,652	1,707	2,356	3,162
Jadestone:										
China, Hong-Kong - - - - Cwt.	1,650	1,540	2,540	1,780	1,864	19,460	34,569	38,670	49,614	33,353
Straits Settlements - - - - „	2,106	862	347	15	1,131	24,347	20,270	2,933	1,333	20,007
Other Countries - - - - - „	0	0	0	1	3	—	—	—	35	124
„	3,756	2,402	2,887	1,796	2,998	43,807	54,839	41,603	50,982	53,484
Jewellery:										
Precious Stones and Pearls, unset:										
United Kingdom - - - - - -	—	—	—	—	—	1,007	1,483	55,353	54,294	61,899
Austria-Hungary - - - - - -	—	—	—	—	—	3,005	1,035	1,240	930	259
France - - - - - - -	—	—	—	—	—	2,637	1,016	511	1,731	2,632
Egypt - - - - - - -	—	—	—	—	—	1,160	1,452	1,247	747	717
Straits Settlements - - - - -	—	—	—	—	—	2,541	343	733	90	3,465
Turkey in Asia - - - - - -	—	—	—	—	—	1,286	137	690	223	456
Other Countries - - - - - -	—	—	—	—	—	2,224	1,379	1,525	1,870	2,528
	—	—	—	—	—	13,860	6,845	61,299	59,885	71,956
Jute, Raw:										
United Kingdom - - - - - Cwt.	5,545,777	5,921,684	5,160,399	6,298,246	6,857,596	3,281,812	3,480,398	3,298,003	4,876,823	7,707,883
Austria-Hungary - - - - - „	699,956	738,352	799,124	872,523	768,203	407,540	438,207	524,996	718,785	883,214
Belgium - - - - - - - „	8,393	94,048	77,247	104,413	120,081	5,623	54,638	49,260	83,306	148,309
France - - - - - - - „	1,634,097	1,437,356	1,296,411	1,573,174	1,633,197	990,610	814,688	865,414	1,394,953	2,052,244
Germany - - - - - - - „	2,508,202	2,625,714	2,702,683	2,624,950	3,459,790	1,478,876	1,545,320	1,741,273	2,153,146	3,937,917
Holland - - - - - - - „	5,357	0	3,571	357	0	3,000	0	2,333	300	0
Italy - - - - - - - - „	572,869	559,351	499,505	590,261	613,008	339,469	341,142	325,862	501,147	744,940
Russia - - - - - - - „	99,384	86,806	135,314	68,909	27,646	61,102	54,349	88,140	58,706	30,216
Spain - - - - - - - - „	135,410	196,984	234,487	277,276	341,560	83,638	120,336	165,891	253,716	431,450
United States - - - - - „	1,767,987	1,975,253	1,923,622	2,011,951	2,058,570	731,502	910,110	887,457	1,328,794	1,852,032
Argentine Republic - - - - „	0	0	0	5,353	6,408	0	0	0	4,797	7,331
Brazil - - - - - - - - „	0	0	0	8,928	893	0	0	0	8,267	1,167
Ceylon - - - - - - - - „	17	50	260	198	7,187	11	13	137	122	7,695
China, Hong-Kong - - - - „	43,966	67,928	9,758	483	33,043	27,552	42,349	6,351	415	43,929
Japan - - - - - - - - „	6,732	11,937	33,084	38,093	32,417	4,171	6,866	18,692	28,923	36,612
Australasia - - - - - - „	7,947	4,182	4,740	4,290	5,736	2,472	2,503	3,220	4,162	6,871
Other Countries - - - - - „	392	1,802	107	997	143	272	1,162	68	747	144
„	13,036,486	13,721,447	12,875,312	14,480,407	15,970,478	7,417,650	7,812,081	7,977,097	11,417,109	17,892,454
Lac:										
Seed:										
United Kingdom - - - Cwt.	3,669	3,055	3,533	2,383	1,648	17,479	15,703	30,215	16,538	11,307
Germany - - - - - - „	957	1,180	1,651	443	30	3,220	6,135	10,871	2,626	216
United States - - - - - „	0	0	119	6	19	0	0	216	38	185
„	4,626	4,235	5,303	2,837	1,697	20,699	21,838	41,302	19,202	11,708
Stick:										
United Kingdom - - - Cwt.	77	78	326	516	1,866	410	449	2,525	2,903	11,273
Germany - - - - - „	2,675	830	2,122	2,128	10,824	7,640	5,005	11,278	9,127	60,998
United States - - - - „	0	1,180	3,373	5,505	783	0	1,885	7,505	20,681	1,618
Other Countries - - - - „	41	60	28	18	18	80	107	130	61	152
„	2,793	2,148	5,849	8,167	13,491	8,130	7,446	21,438	32,772	74,041
TOTAL, Lac - - - - „	7,419	6,383	11,152	11,004	15,188	28,829	29,284	62,740	51,974	85,749
Manures:										
Animal Bones:										
United Kingdom - - - - Tons	31,277	21,446	17,349	20,507	19,812	112,840	81,099	64,030	77,691	74,949
Austria-Hungary - - - - „	299	96	639	553	450	993	322	2,497	2,108	1,844
Belgium - - - - - - „	12,933	12,603	9,891	12,355	14,614	47,530	47,074	35,782	44,969	54,739
France - - - - - - - „	11,226	10,336	8,124	13,900	16,337	40,015	39,377	29,277	51,486	63,397
Germany - - - - - - „	22,964	16,090	14,257	14,220	13,374	89,883	59,994	52,233	56,794	56,976
Natal - - - - - - - „	3,099	700	800	861	1,020	9,963	2,333	3,001	3,289	4,753
Canada - - - - - - - „	0	0	0	1,500	0	0	0	0	5,091	0
Ceylon - - - - - - - „	3,482	4,719	4,416	4,665	6,689	9,253	12,960	13,072	12,997	21,240
China, Hong-Kong - - - - „	13	18	0	116	534	35	25	0	454	2,659
Japan - - - - - - - - „	0	0	214	6,489	6,594	0	0	856	27,490	27,077
Australia - - - - - - „	4,050	1,744	3,472	3,510	5,000	14,446	6,213	12,121	13,452	18,547
New Zealand - - - - - „	10,851	6,925	8,804	8,461	8,441	40,927	27,356	36,362	34,344	40,543
Other Countries - - - - „	197	111	237	415	845	641	388	868	1,754	2,959
„	100,391	74,788	68,203	87,552	93,760	366,531	277,141	250,099	331,919	369,683
Fish Manure:*										
Ceylon - - - - - - - Tons.	—	—	—	1,931	6,334	—	—	—	5,258	17,482
Japan - - - - - - - „	—	—	—	0	1,382	—	—	—	0	4,552
Straits Settlements - - - - „	—	—	—	2,684	2,956	—	—	—	11,666	11,065
	—	—	—	4,615	10,672	—	—	—	16,924	33,099
Oilcake Manure:*										
United Kingdom - - - Tons.	—	—	—	3,062	8,799	—	—	—	22,409	52,271
Belgium - - - - - - „	—	—	—	462	96	—	—	—	2,172	382
Germany - - - - - - „	—	—	—	12,435	7,927	—	—	—	26,971	39,521
Ceylon - - - - - - - „	—	—	—	11,800	15,421	—	—	—	26,551	61,814
China, Hong-Kong - - - - „	—	—	—	4,141	6,449	—	—	—	11,251	22,353
Straits Settlements - - - - „	—	—	—	925	1,843	—	—	—	3,591	7,990
Japan - - - - - - - - „	—	—	—	764	3,704	—	—	—	2,929	13,301
Java - - - - - - - - „	—	—	—	2,711	13,566	—	—	—	13,415	67,980
Australia - - - - - - „	—	—	—	369	27	—	—	—	1,591	211
Other Countries - - - - „	—	—	—	458	312	—	—	—	2,399	1,469
„	—	—	—	37,127	58,144	—	—	—	113,279	267,292
Other Sorts - - - - - „	5,243	6,137	9,865	2,362	1,499	15,253	17,717	41,757	11,014	6,919
TOTAL, Manures - - - „	105,634	80,925	78,068	131,656	164,075	381,784	294,858	291,856	473,136	676,993

* From September 1905.

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*											
Mica:							£	£	£	£	£
United Kingdom	Cwt.	13,541	13,148	12,529	14,510	23,104	59,176	57,295	68,092	92,117	147,284
Belgium	„	799	393	1,741	2,508	235	3,590	1,860	5,686	6,938	1,253
France	„	25	12	112	375	993	502	243	1,249	1,682	3,848
Germany	„	2,657	4,473	4,115	8,428	14,331	8,124	13,948	14,613	23,656	38,312
Holland	„	0	0	0	581	3,967	0	0	0	1,637	13,223
United States	„	3,331	3,429	1,003	4,963	8,605	16,010	12,504	8,151	32,964	50,288
Other Countries	„	59	88	75	189	191	192	447	141	633	791
	„	20,412	21,548	19,575	31,554	51,426	87,594	86,297	97,932	159,627	254,999
Seeds:											
Essential:											
Ajama:											
Germany	Cwt.	5,695	2,619	2	2,216	6,382	3,273	1,020	1	1,149	3,809
Other Countries	„	1,698	1,361	1,742	1,898	2,606	791	621	841	972	1,467
	„	7,393	3,980	1,744	4,114	8,988	4,064	1,641	842	2,121	5,276
Coriander:											
United Kingdom	Cwt.	47	46	8,035	10,719	746	31	31	2,985	7,225	548
France	„	0	0	2,736	6,463	2	0	0	1,470	5,102	1
United States	„	0	0	0	3,000	0	0	0	0	2,302	0
Ceylon	„	23,171	24,625	28,400	29,455	29,545	6,201	8,899	12,456	20,054	20,481
Straits Settlements	„	25,604	32,795	28,940	34,057	36,548	8,001	14,306	13,428	22,353	22,634
Other Countries	„	5,060	5,100	5,231	7,409	5,829	2,739	2,617	2,802	4,997	4,225
	„	53,882	62,566	73,347	91,103	72,670	17,062	25,853	33,141	62,033	47,889
Cummin:											
United Kingdom	„	35	24	16	38	2,059	77	45	22	64	3,138
France	„	0	0	0	0	3,109	0	0	0	0	4,489
Germany	„	0	0	2	0	1,412	0	0	4	0	2,160
Africa, East, British	Cwt.	1,421	1,376	1,236	1,036	991	2,566	2,136	1,879	1,273	1,395
Mauritius	„	786	640	565	870	536	1,238	960	770	1,118	684
Aden	„	879	632	425	947	1,048	2,018	974	871	1,243	1,537
Ceylon	„	7,395	6,639	6,869	7,310	7,040	12,668	12,358	11,661	12,170	12,256
Straits Settlements	„	6,462	7,504	3,929	7,879	5,415	8,440	8,954	4,492	8,430	6,168
Other Countries	„	2,315	2,133	3,547	2,016	1,995	3,736	3,151	2,808	2,535	2,650
	„	19,293	18,948	16,589	20,096	23,605	30,743	28,578	22,507	26,833	34,477
Fennel:											
United Kingdom	Cwt.	330	5,396	10,521	1,784	522	226	2,539	5,170	855	284
Ceylon	„	2,833	3,040	2,885	2,875	2,463	1,877	1,933	1,874	1,939	1,654
China, Hong-Kong	„	2,075	1,516	433	14	271	1,288	876	204	12	206
Straits Settlements	„	1,960	1,633	1,175	1,514	1,389	1,268	922	717	1,083	961
Other Countries	„	1,136	2,500	6,034	2,322	6,329	604	1,488	3,083	1,301	4,211
	„	8,334	14,085	21,048	8,509	10,974	5,263	7,758	11,048	5,190	7,316
Fenugreek:											
United Kingdom	Cwt.	0	984	29,398	62,697	39,434	0	269	10,769	22,345	14,681
France	„	0	0	306	6,199	2,132	0	0	99	2,134	878
Germany	„	0	0	5,202	17,498	13,989	0	0	1,533	5,792	5,792
Other Countries	„	191	1,907	3,975	7,003	6,080	92	817	1,770	2,996	2,847
	„	191	2,891	38,876	93,397	61,635	92	1,086	14,171	33,267	24,198
Sawa or Dil:											
United Kingdom	Cwt.	0	1,685	2,491	13,497	10,941	0	759	1,006	5,484	4,713
Other Countries	„	261	415	549	619	1,071	159	202	256	337	573
	„	261	2,100	3,040	14,116	12,012	159	961	1,262	5,821	5,286
Other Sorts	„	6,047	9,666	15,187	5,925	5,933	2,958	4,431	6,300	3,057	3,575
TOTAL, Seeds, Essential	„	95,401	114,236	169,831	237,260	195,817	60,341	70,308	89,271	138,322	126,017
Not Essential:											
Castor:											
United Kingdom	Cwt.	577,391	500,306	452,358	479,348	649,874	203,762	144,859	144,970	202,909	327,803
Belgium	„	382,099	275,721	275,179	185,568	198,785	130,698	82,960	86,148	70,924	102,932
France	„	494,398	284,303	266,845	286,848	277,002	172,283	82,695	82,324	113,062	137,643
Germany	„	111,777	241,101	193,402	136,757	203,691	38,757	68,250	62,365	54,097	102,103
Italy	„	170,055	216,952	252,010	197,249	166,268	63,194	68,733	78,577	78,331	86,111
Russia	„	15,000	46,434	4,000	2,000	0	4,625	12,998	1,333	800	0
Spain	„	0	0	6,667	10,603	7,000	0	0	2,222	4,225	3,525
Other Countries	„	968	2,021	10,447	251	2,439	392	809	3,120	104	1,011
	„	1,751,688	1,566,838	1,460,908	1,298,624	1,505,059	613,711	461,304	461,059	524,452	761,128

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*										
Seeds:—*cont.*										
Not Essential:—*cont*										
Cotton:						£	£	£	£	£
United Kingdom - - Cwt.	3,660,267	2,489,631	2,229,831	3,476,848	4,015,894	617,711	414,012	363,994	613,196	795,846
Belgium - - - - - „	83,193	114,141	44,088	4,948	8,592	14,859	18,142	6,783	867	1,617
France - - - - - „	189,368	17,653	110,098	138,461	165,292	33,481	2,916	16,139	29,792	32,847
Germany - - - - - „	0	0	4,000	34,003	61	0	0	800	7,309	12
Egypt - - - - - - „	0	0	82,803	138,988	165,144	0	0	12,075	20,965	28,662
Aden - - - - - - „	8,551	24,024	20,961	16,066	2,425	1,519	4,171	4,[illegible]	2,528	479
Ceylon - - - - - „	30,120	29,258	35,431	29,129	29,165	6,000	5,812	6,753	5,906	6,385
Other Countries - - - - „	2,443	2,519	1,685	2,896	961	466	491	265	610	196
„	3,973,942	2,677,226	2,528,897	3,891,339	4,387,534	674,036	445,544	410,841	681,173	866,044
Groundnuts:										
United Kingdom - - - Cwt.	90,148	68,060	0	3	3,081	40,560	27,080	0	2	1,137
Austria-Hungary - - - „	11,424	40,581	38,815	14,549	12,000	4 570	15,688	14,742	6,466	7,200
Belgium - - - - - „	10,999	170,097	6,000	16,674	28,666	4,617	64,947	2,200	8,048	14,186
France - - - - - „	856,383	1,541,534	1,471,642	1,204,327	1,428,745	393,625	610,877	567,511	501,917	703,281
Germany - - - - - „	59,437	82,493	70,537	0	5,966	25,109	33,077	24,852	0	2,437
Italy - - - - - - „	0	7,857	10,725	0	0	0	2,333	3,669	0	0
Spain - - - - - - „	0	0	0	7,851	1,998	0	0	0	3,391	1,057
China, Hong Kong - - „	0	2,781	52,659	101,224	77,730	0	794	22,819	45,033	35,507
Straits Settlements - - „	1,402	847	17,226	15,070	158,934	456	342	6,788	7,756	68,633
Other Countries - - - „	5,866	7,732	6,817	14,506	8,119	2,257	2,802	2,598	6,433	3,539
„	1,035,659	1,921,982	1,674,421	1,374,214	1,725,239	477,194	757,940	645,179	579,046	836,979
Linseed:										
United Kingdom - - - Cwt.	2,266,969	3,004,200	3,885,776	1,744,132	1,580,828	1,346,185	1,349,912	1,460,231	818,614	774,642
Austria-Hungary - - - „	60,032	122,194	141,951	98,133	171,375	37,046	54,246	51,722	46,579	86,992
Belgium - - - - - „	427,594	477,391	543,233	469,918	317,852	262,603	215,329	215,926	223,847	159,657
France - - - - - - „	1,088,388	1,198,599	1,889,846	1,053,959	1,118,335	639,788	528,965	723,435	501,609	556,980
Germany - - - - - „	1,465,469	2,536,732	2,746,965	1,165,776	595,862	858,371	1,098,229	1,006,696	546,025	291,864
Holland - - - - - „	465,594	714,926	1,173,647	689,598	15,870	300,509	328,934	440,373	334,311	8,596
Italy - - - - - - „	290,879	499,945	673,874	410,262	532,022	179,828	226,952	276,796	196,208	270,632
Spain - - - - - - „	3,000	0	10,044	42,698	15,688	1,701	0	3,850	22,439	8,265
Egypt - - - - - - „	172,847	165	199	87	904	111,767	76	78	39	448
United States - - - „	60,059	0	60,047	0	0	38,219	0	19,892	0	0
West Indies (British) - - „	21,001	20,460	21,100	47,480	0	13,343	8,370	7,673	22,167	0
Guiana (British) - - - „	0	39,636	25,008	50,240	21,386	0	17,293	8,502	24,029	10,693
Australia - - - - - „	3,885	1,117	6,579	15,586	7,234	3,148	566	2,388	7,327	3,639
Other Countries - - - „	2,468	991	3,740	991	1,470	1,485	579	1,588	499	831
„	6,328,185	8,616,356	11,182,009	5,788,860	4,378,826	3,793,993	3,829,451	4,219,150	2,743,693	2,173,239
Mowa or Mowra:										
United Kingdom - - - Cwt.	6,000	10,075	89,250	148,387	7,881	2,200	3,225	28,931	52,289	3,375
Austria-Hungary - - - „	0	0	6,000	0	0	0	0	2,267	0	0
Belgium - - - - - „	65,914	170,390	157,277	33,562	15,700	26,262	58,648	48,581	11,667	6,697
France - - - - - - „	77,246	217,914	370,270	138,767	73,821	31,386	71,400	115,697	49,360	32,877
Germany - - - - - „	104,876	95,293	28,648	2,592	400	40,707	31,830	9,292	995	167
Italy - - - - - - „	0	0	2,000	13,039	15,908	0	0	649	4,464	6,162
Other Countries - - - „	0	1	1	1,513	3,000	0	1	650	529	1,141
„	254,036	493,673	653,446	337,860	116,710	100,555	165,104	205,418	119,304	50,419
Mustard:										
Belgium - - - - - Cwt.	5,525	7,705	23,304	17,577	15,129	3,281	4,489	7,613	10,685	12,161
France - - - - - - „	36,930	31,251	36,435	58,088	24,417	24,192	18,219	20,418	38,430	19,697
Germany - - - - - „	3,299	4,749	7,116	14,165	5,622	2,180	2,727	3,712	8,251	4,342
Ceylon - - - - - - „	2,718	3,895	3,114	831	929	1,345	1,679	1,319	417	507
Other Countries - - - „	3,789	2,156	14,421	3,812	1,535	1,891	1,028	8,205	1,854	960
„	52,261	49,756	84,390	94,473	47,632	32,889	28,142	41,267	59,637	37,667
Niger:										
United Kingdom - - - Cwt.	34,040	40,324	43,888	37,919	10,171	12,649	11,253	11,875	14,100	4,246
France - - - - - - „	14,931	1,996	19,438	5,399	78,391	5,883	545	6,045	2,266	33,328
Germany - - - - - - „	0	0	1	981	6,317	0	0	1	343	2,740
Other Countries - - - - „	19	239	258	371	532	7	91	84	161	268
„	48,990	42,559	63,585	44,670	95,411	18,539	11,889	18,005	16,870	40,582
Poppy:										
Belgium - - - - - Cwt.	313,671	493,952	500,295	389,718	326,038	176,532	221,471	193,178	183,675	177,298
France - - - - - - „	497,787	647,343	705,999	326,139	387,252	285,766	283,287	265,626	171,319	212,020
Germany - - - - - „	104,567	171,544	151,046	78,703	88,260	59,062	77,149	62,014	39,440	48,457
Holland - - - - - „	47 684	0	600	0	0	26,822	0	220	0	0
Other Countries - - - „	2,511	2,235	4,659	1,951	1,065	1,491	1,157	1,830	1,060	707
„	966,220	1,315,074	1,362,599	796,511	802,615	549,673	583,064	522,868	401,494	438,482

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*cont.*											
Seeds—*cont.*											
Not Essential—*cont.*							£	£	£	£	£
Rape:											
United Kingdom	Cwt.	489,692	546,775	495,254	619,186	709,988	194,572	202,518	165,027	174,269	275,687
Austria-Hungary	„	2,000	12,876	22,773	31,004	6,018	867	4,754	7,577	1,234	3,143
Belgium	„	1,082,212	1,204,905	1,468,940	1,872,119	1,201,627	462,607	501,992	522,611	256,896	545,082
France	„	1,129,826	1,220,597	1,131,434	302,862	1,010,269	474,194	464,109	405,293	125,026	453,156
Germany	„	891,800	1,072,317	1,677,455	520,505	738,345	373,814	403,556	594,912	210,200	336,237
Holland	„	135,353	98,013	214,009	0	19,265	58,699	37,784	73,445	0	10,091
Italy	„	157,041	186,397	111,141	80,951	37,962	68,825	74,245	41,360	36,598	18,944
Egypt	„	38,554	1	0	0	0	13,645	1	0	0	0
Japan	„	0	0	21,618	13,679	5,003	0	0	7,698	7,443	2,188
Other Countries	„	433	1,111	12,267	533	329	201	448	4,592	271	180
	„	3,926,911	4,342,992	5,154,891	1,993,384	3,728,806	1,647,424	1,689,407	1,822,515	811,937	1,644,708
Tea:											
Java	Cwt.	454	552	493	702	795	2,723	3,828	3,677	5,231	5,628
Other Countries	„	147	202	328	104	249	791	870	740	408	969
	„	601	754	821	806	1,044	3,514	4,698	4,417	5,639	6,597
Til or Jinjili:											
United Kingdom	Cwt.	0	13,202	19,642	494	3	0	4,493	5,412	304	2
Austria-Hungary	„	187,732	296,394	179,483	97,099	191,795	94,581	135,985	84,420	53,538	119,378
Belgium	„	627,790	749,500	533,835	587,757	862,117	325,361	367,580	261,231	351,915	528,377
France	„	2,279,709	1,874,656	1,110,809	695,955	1,060,589	1,167,245	819,815	482,709	394,991	647,924
Germany	„	245,597	216,442	175,969	174,824	311,553	141,048	118,365	88,802	103,758	190,298
Holland	„	0	29,992	34,318	19,167	0	0	13,246	18,659	11,820	0
Italy	„	289,976	157,610	283,147	30,004	158,316	156,953	74,351	132,779	17,593	97,152
Turkey in Europe	„	3,399	11,988	8,039	0	0	1,894	6,169	3,989	0	0
Egypt	„	56,659	53,850	100,347	25,860	110,515	31,452	26,806	44,877	15,059	69,526
Aden	„	13,007	36,804	21,689	24,687	14,060	6,705	19,514	11,481	14,103	8,897
Arabia	„	7,855	16,189	18,087	17,907	5,676	4,634	9,334	10,540	10,133	3,396
Ceylon	„	17,572	49,571	16,462	3,738	12,095	7,895	20,775	6,441	1,926	7,409
China, Hong Kong	„	0	3,118	5,457	0	377	0	1,251	2,358	0	251
Japan	„	0	1	0	37	7,500	0	1	0	23	5,500
Other Countries	„	3,389	6,451	9,473	7,679	6,219	1,806	2,862	4,465	4,371	3,884
	„	3,732,685	3,512,650	2,516,757	1,685,208	2,740,815	1,939,574	1,619,296	1,158,113	979,536	1,691,994
Other Sorts	„	27,481	27,328	21,189	32,377	10,182	10,272	11,073	9,134	11,715	5,297
TOTAL Seeds, not Essential	„	22,098,659	24,567,188	26,703,913	17,338,626	19,539,873	9,861,374	9,606,912	9,517,966	6,934,496	8,553,136
TOTAL, Seeds	„	22,194,060	24,681,424	26,873,744	17,575,886	19,735,690	9,921,714	9,677,220	9,607,237	7,072,818	8,681,153
Shells and Cowries:											
United Kingdom	Cwt.	4,748	4,923	2,658	2,430	4,304	11,304	10,017	7,032	6,310	9,229
Other Countries	„	1,172	797	3,391	1,911	2,223	985	802	2,367	2,306	1,512
	„	5,920	5,725	6,049	4,341	6,527	12,289	10,819	9,399	8,616	10,741
Silk:											
Raw:*											
United Kingdom	Lb.	309,019	211,979	241,656	220,692	210,823	178,886	132,841	148,845	135,807	119,871
France	„	346,323	377,521	252,495	304,699	487,073	176,328	198,980	127,995	151,025	232,020
Italy	„	0	0	0	18,984	3,583	0	0	0	10,619	2,101
United States	„	23,095	31,592	11,930	33,426	47,610	12,317	16,849	6,363	17,833	28,325
Ceylon	„	0	0	100	120	23,135	0	0	27	67	13,428
Other Countries	„	3,415	2,972	137	529	430	791	1,441	49	171	170
	„	681,852	624,064	506,318	578,450	777,654	368,322	350,111	283,279	315,522	395,915
Chasam or Waste:*											
United Kingdom	Lb.	225,557	141,525	136,962	122,592	167,519	13,722	8,758	8,786	7,622	12,651
France	„	1,013,368	979,780	608,121	1,000,530	916,487	50,591	56,521	33,796	47,894	43,957
Other Countries	„	1,764	15,261	6,272	8,838	11,187	97	720	148	688	572
	„	1,240,689	1,136,566	751,355	1,131,960	1,095,193	64,410	65,999	42,730	56,204	57,180
Cocoons:*											
United Kingdom	Lb.	46,806	78,354	62,800	37,400	53,528	2,480	4,936	4,137	2,494	3,399
France	„	20,475	22,728	23,190	29,490	16,820	1,332	1,755	1,186	1,669	1,157
Other Countries	„	0	604	0	2,016	243	0	30	0	90	17
	„	67,281	101,686	85,990	68,906	70,591	3,812	6,721	5,323	4,253	4,573
TOTAL, Silk	„	1,989,822	1,862,316	1,343,663	1,779,316	1,943,438	436,544	422,831	331,332	375,979	457,668
Tallow:											
United Kingdom	Cwt.	2,556	1,722	217	65	135	3,496	2,203	355	177	301
France	„	0	3,936	0	0	0	0	5,768	0	0	0
Arabia	„	2,996	1,386	3,581	4,155	2,260	3,624	1,742	4,242	4,983	2,917
Other Countries	„	5,943	3,610	3,386	1,795	1,680	4,261	4,809	4,136	2,257	2,142
	„	11,495	10,654	7,184	6,015	4,135	11,381	14,522	8,733	7,417	5,360
* Of these the silk of wild worms was:											
Reeled Silk	Lb.	3,919	10,494	19,287	26,904	23,990	1,033	2,748	5,384	6,965	4,528
Chasam or Waste	„	626,977	727,545	350,514	634,503	463,440	31,077	40,199	20,468	29,225	18,870
Cocoons	„	53,125	87,952	80,540	46,725	36,965	3,095	5,531	5,025	3,148	2,425

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VI.—RAW MATERIALS AND UNMANUFACTURED ARTICLES—*concluded.*						£	£	£	£	£
Wax (excluding Candles):										
United Kingdom - - - - - Cwt.	1,313	3,695	2,393	2,609	2,036	8,027	14,058	13,819	15,197	13,071
Belgium - - - - - - - „	3	20	901	988	322	17	93	5,865	4,379	618
France - - - - - - - „	176	621	850	406	156	1,035	3,330	4,556	2,521	892
Germany - - - - - - - „	534	1,034	480	2,854	958	2,976	5,451	2,667	16,979	4,825
United States - - - - - - „	67	0	446	408	230	360	0	2,482	2,204	1,313
Ceylon - - - - - - - „	312	186	122	108	207	2,031	1,111	622	625	1,185
Straits Settlements - - - - „	2,062	1,073	1,592	622	2,712	11,136	5,075	8,426	3,376	15,221
Other Countries - - - - - „	14	56	157	598	1,541	68	288	802	3,474	2,609
„	4,481	6,685	6,941	8,593	8,162	25,650	29,406	39,239	48,755	39,734
Wood:										
Teak:										
United Kingdom - - Cubic Tons.	37,962	51,967	31,270	38,186	30,318	320,718	452,675	275,730	349,671	285,767
Austria-Hungary - - „	224	413	526	436	270	2,225	4,265	5,301	4,528	3,302
Belgium - - - „	0	205	189	123	552	0	2,262	1,708	1,435	5,348
France - - - - „	231	60	723	493	181	1,753	602	8,189	4,930	1,995
Germany - - - - „	2,617	2,598	3,179	4,356	4,042	25,160	24,996	30,736	40,121	41,248
Holland - - - - „	0	0	0	0	195	0	0	0	0	1,917
Italy - - - - - „	857	1,162	209	0	212	6,804	11,743	1,825	0	2,120
Turkey in Europe - - „	270	160	8	0	0	2,509	1,600	28	0	0
Egypt - - - - „	895	141	174	335	126	4,818	1,228	1,541	3,126	1,201
Africa, East, British - „	342	406	223	299	470	2,820	3,860	1,811	3,153	4,248
„ „ Portuguese „	1,057	249	93	633	680	8,330	2,359	1,073	5,915	5,657
Cape Colony - - - „	2,099	1,963	1,738	1,025	925	23,488	24,478	20,867	10,527	8,595
Mauritius - - - „	1,304	1,576	262	351	162	11,096	14,118	2,024	2,457	1,042
Natal - - - - „	48	101	424	1,377	462	573	1,502	4,544	13,976	5,642
United States - - „	396	140	145	428	50	4,650	1,017	1,833	4,580	333
Aden - - - - „	142	87	116	121	127	1,226	906	1,191	1,136	877
Arabia - - - - „	210	163	378	523	763	790	693	1,432	1,852	2,535
Ceylon - - - - „	6,885	11,239	5,308	2,468	1,016	30,128	53,828	24,180	12,692	5,282
Persia - - - - „	68	90	291	488	299	375	544	1,216	2,011	1,440
Phillipines - - - „	0	5	140	0	1,130	0	23	2,000	0	11,300
Straits Settlements - „	414	253	235	119	206	2,684	1,017	1,153	777	2,233
Turkey in Asia - - „	1,045	516	423	382	329	3,136	1,951	1,553	1,590	984
Australia - - - - „	391	76	725	66	1,183	4,220	790	9,310	700	13,466
Other Countries - - „	43	343	133	559	504	356	3,250	1,114	4,267	3,354
„	57,500	73,913	46,912	52,768	44,202	457,859	609,707	400,359	469,444	409,886
Other Timber - - - „	4,759	4,577	3,414	4,477	5,756	23,217	31,123	14,232	16,919	22,235
Ornamental:										
Ebony:										
Germany - - - - -	—	—	—	—	—	2,164	1,294	537	946	597
Other Countries - - - -	—	—	—	—	—	1,936	987	993	1,571	1,701
	—	—	—	—	—	4,100	2,281	1,530	2,517	2,298
Sandal:										
United Kingdom - - -	—	—	—	—	—	7,537	6,779	3,399	7,525	18,813
France - - - - -	—	—	—	—	—	8,689	17,379	13,944	12,400	8,970
Germany - - - - -	—	—	—	—	—	24,143	26,845	29,959	36,509	25,657
Egypt - - - - -	—	—	—	—	—	1,978	2,448	1,804	2,614	4,080
United States - - -	—	—	—	—	—	12,234	12,583	9,921	7,939	9,993
Arabia - - - - -	—	—	—	—	—	1,757	581	1,036	1,369	999
Other Countries - - -	—	—	—	—	—	2,957	6,920	5,021	5,962	6,880
	—	—	—	—	—	59,295	74,035	65,684	74,318	75,392
Other Sorts - - - - -	—	—	—	—	—	2,675	4,458	2,198	1,214	697
TOTAL, Wood - - -	—	—	—	—	—	547,146	721,604	484,003	564,412	510,508
Wool, Raw:										
United Kingdom - - - - Lb.	27,431,902	32,364,903	34,560,712	40,156,940	43,184,135	764,897	891,011	1,139,181	1,337,108	1,547,306
Belgium - - - - - - „	195,216	352,268	325,072	237,216	85,580	4,933	10,409	11,600	8,740	3,521
France - - - - - - - „	0	0	5,760	40,152	367,040	0	0	164	661	6,303
Germany - - - - - - „	0	0	280	118,798	228,017	0	0	10	2,472	6,535
United States - - - - - „	225,856	252,504	2,225,391	1,203,203	1,578,903	5,723	6,880	55,044	30,097	37,198
Japan - - - - - - - „	89,760	248,136	1,439,469	749,541	416,780	1,326	9,296	54,576	30,660	16,345
Other Countries - - - - „	164	16,964	15,284	8,648	49,443	1	668	541	81	482
„	27,892,898	33,234,775	38,571,968	42,514,498	45,909,898	776,880	918,264	1,261,116	1,409,819	1,617,690
Articles not enumerated - - - - -	—	—	—	—	—	84,072	81,402	86,021	115,992	132,916
TOTAL, Raw Materials and Unmanufactured Articles - - - - - - -	—	—	—	—	—	34,723,297	41,782,565	38,264,731	44,765,577	54,366,626

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED:											
Yarns and Textile Fabrics:											
Cotton:											
Twist and Yarn:							£	£	£	£	£
United Kingdom	Lb.	93,269	319,788	251,297	9,340	564,986	1,887	7,708	6,941	224	12,923
Austria-Hungary	„	4,000	21,220	230,005	62,300	444,800	79	398	5,961	1,657	10,062
France	„	760,500	2,000	46,800	0	0	16,193	49	1,253	0	0
Turkey in Europe	„	293,260	464,710	614,820	63,080	342,830	5,841	10,082	14,803	1,619	7,729
Egypt	„	401,700	1,741,040	1,524,012	836,800	1,564,710	9,681	42,758	40,979	22,533	38,783
Abyssinia	„	88,000	96,800	252,700	101,200	45,200	2,037	2,526	7,643	2,790	1,042
Africa, East, British	„	60,679	57,754	104,050	61,254	64,983	1,420	1,687	2,964	1,778	1,757
Aden	„	2,068,403	1,718,180	1,285,032	1,438,112	1,348,810	47,941	44,205	34,554	41,304	55,347
Arabia	„	642,050	695,626	648,535	818,458	657,820	17,180	19,795	20,505	27,057	22,763
Bahrein Islands	„	0	0	0	0	148,180	0	0	0	0	3,269
Ceylon	„	134,996	139,267	162,967	206,642	237,983	4,317	4,977	9,328	10,429	11,987
China, Hong-Kong	„	109,725,227	119,738,220	97,632,104	142,624,652	83,023,510	2,483,517	2,756,372	2,572,903	3,881,408	2,364,410
„ Treaty Ports	„	122,687,681	116,223,660	131,475,225	139,471,240	140,402,085	2,821,411	2,712,165	3,418,454	3,903,492	3,967,907
Japan	„	0	0	14,700	0	80,000	0	0	510	0	2,000
Java	„	98,366	147,365	264,804	124,655	75,170	2,892	4,774	8,380	4,485	2,805
Persia	„	1,441,194	1,374,964	2,244,340	1,444,074	2,237,636	37,964	53,796	75,359	46,819	79,399
Philippines	„	62,915	116,525	120,500	296,200	158,400	2,275	4,511	4,568	8,978	5,533
Siam	„	31,200	97,100	107,600	292,100	304,825	1,023	2,963	3,777	10,351	11,081
Straits Settlements	„	6,570,642	4,571,632	6,869,124	6,490,200	5,776,185	163,846	123,695	212,684	204,434	183,842
Turkey in Asia	„	3,317,036	4,311,738	3,898,005	3,204,200	5,316,620	72,178	98,118	98,936	86,635	142,176
Other Countries	„	57,520	136,656	108,177	89,807	222,091	1,674	3,783	2,786	2,465	6,201
	„	248,538,638	252,474,245	247,854,797	297,634,314	243,516,827	5,693,356	5,894,362	6,543,788	8,258,458	6,931,021
Piece Goods:											
Grey, unbleached:											
Egypt	Yards	1,389,864	1,027,758	1,168,711	1,739,550	2,073,532	11,591	8,825	10,795	15,871	20,778
Abyssinia	„	2,768,520	3,763,785	6,673,560	3,510,564	1,671,703	19,285	27,476	52,685	27,747	13,874
Africa, East, British	„	5,913,401	6,660,804	7,537,870	6,910,889	6,365,790	50,316	57,189	66,605	62,375	60,886
„ „ German	„	2,221,809	1,885,772	2,124,579	2,786,772	3,575,996	17,787	15,341	18 918	26,189	35,784
„ „ Portuguese	„	10,998,000	8,077,054	4,475,293	5,753,365	5,118,713	77,343	57,116	31,543	48,360	40,827
Mauritius	„	42,150	294,829	741,354	451,720	368,291	560	3,229	7,408	5,016	4,237
Aden	„	7,032,258	11,531,406	7,607,637	9,234,410	9,515,592	67,997	104,976	69,592	89,103	96,311
Arabia	„	735,252	1,260,994	1,690,373	2,448,671	1,180,183	6,819	11,707	14,940	23,224	11,681
Bahrein Islands	„	0	0	0	0	304,855	0	0	0	0	3,195
Ceylon	„	260,006	372,053	341,025	312,404	489,479	3,660	5,165	4,830	4,519	5,647
China, Hong-Kong	„	1,065	82,031	316,711	1,600,176	55,240	15	739	2,680	14,667	647
„ Treaty Ports	„	2,594,793	918,186	10,001,028	11,223,885	940,626	22,038	9,190	101,154	111,152	8,323
Persia	„	635,817	783,039	1,248,786	1,119,003	1,203,457	5,968	7,911	12,258	11,277	14,262
Philippines	„	13,200	6,969	65,385	302,320	182,155	137	75	712	3,235	2,118
Siam	„	402,842	1,003,960	548,307	1,702,585	2,172,569	3,549	9,247	5,066	17,889	21,114
Straits Settlements	„	1,852,947	1,662,373	1,613,049	1,686,988	461,213	17,015	15,307	15,936	17,046	5,107
Turkey in Asia	„	1,495,187	2,403,574	6,199,560	4,337,307	5,806,661	13,507	21,871	54,583	40,919	56,597
Australia	„	1,008	12,000	76,840	296,000	343,960	6	72	612	2,589	3,237
Other Countries	„	328,015	304,102	529,025	406,043	383,807	3,702	2,786	5,038	4,163	3,898
	„	38,686,034	42,050,689	52,869,093	55,822,652	42,218,822	321,295	358,202	475,355	525,841	408,523
White, bleached:	Yards	339,165	179,277	127,301	392,283	248,880	5,721	5,487	4,871	6,614	9,636
Coloured, printed or dyed:											
United Kingdom	Yards	184,476	164,256	24,158	54,487	100,563	3,485	2,908	394	1,270	1,406
Egypt	„	401,486	230,881	270,903	510,868	640,916	5,471	3,888	4,789	8,759	11,190
Abyssinia	„	193,852	250,240	404,957	352,901	171,647	2,330	3,436	5,819	5,459	2,533
Africa, East, British	„	596,860	776,302	1,519,744	1,440,298	847,931	7,996	11,321	19,701	17,219	10,746
„ „ German	„	67,656	112,107	263,958	473,945	403,744	951	1,492	4,046	6,037	5,514
„ „ Portuguese	„	380,570	541,958	292,709	482,217	449,286	4,985	7,792	5,997	11,169	2,775
Mauritius	„	211,206	419,436	361,542	310,982	288,060	2,757	6,178	4,743	4,315	3,865
Natal	„	374,706	401,257	260,459	267,283	144,132	6,806	6,943	4,433	4,469	2,332
Aden	„	2,799,521	3,083,625	2,185,749	2,186,168	2,821,148	34,573	40,017	30,347	31,269	41,930
Arabia	„	1,977,750	1,462,082	959,489	1,501,195	1,062,591	15,709	20,249	13,064	20,057	15,311
Bahrein Islands	„	0	0	0	0	461,405	0	0	0	0	6,438
Ceylon	„	9,574,187	7,572,988	8,168,604	8,559,743	7,659,048	181,638	174,788	201,081	234,077	194,261
China, Hong-Kong	„	12,338	300	7,495	67,149	453,575	170	4	134	920	5,159
„ Treaty Ports	„	200	117,574	17,500	160,858	36,120	3	878	461	3,781	879
Mekran and Sonmiani	„	566,161	856,169	1,125,244	818,659	551,003	4,686	7,862	9,489	8,336	6,326
Persia	„	323,318	329,747	270,593	393,184	450,405	5,210	4,885	4,545	6,869	7,774
Philippines	„	3,217,932	3,545,662	5,449,076	5,202,704	5,032,179	38,718	39,534	60,028	59,453	63,094
Siam	„	237,695	405,208	836,920	882,132	836,170	5,383	5,074	10,003	11,422	13,660
Straits Settlements	„	9,590,085	11,944,374	10,829,407	10,771,735	9,906,214	229,652	275,476	230,830	263,119	262,437
Turkey in Asia	„	635,162	1,249,645	1,159,746	1,256,086	1,770,471	6,458	10,410	9,904	12,264	17,370
Other Countries	„	63,680	121,352	51,822	70,433	144,627	1,032	1,872	929	1,196	2,280
	„	30,509,341	33,585,163	34,460,075	35,760,027	34,231,235	558,013	625,007	620,737	711,460	684,281
TOTAL, Cotton Piece Goods	„	69,534,540	75,815,129	87,456,469	91,974,962	76,698,937	885,029	988,696	1,100,963	1,243,915	1,102,440

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Yarns and Textile Fabrics—*cont.*										
Cotton—*cont.*										
Handkerchiefs and Shawls in the piece:						£	£	£	£	£
United Kingdom - - - No.	1,598,064	1,559,102	2,487,918	1,748,332	1,016,052	44,420	46,011	77,043	56,256	36,201
Africa, East, British - - - ,,	38,512	19,278	7,778	6,712	41,948	1,133	364	284	196	717
,, ,, Portuguese - - ,,	36,909	91,504	25,633	20,970	22,952	939	2,377	792	62	613
Other Countries - - - - ,,	71,193	100,721	91,809	116,588	98,634	2,735	2,664	3,379	4,001	3,666
,,	1,744,678	1,770,605	2,613,138	1,892,602	1,179,586	49,227	51,416	81,498	61,015	41,197
Thread, Sewing:										
Africa, East, Portuguese - - Lb.	29,588	18,947	11,536	20,163	20,958	1,447	980	552	926	973
Persia - - - - - - - ,,	27,638	39,529	39,740	31,926	41,389	1,825	2,595	2,630	2,067	2,635
Turkey in Asia - - - - ,,	56,658	51,660	21,753	58,363	53,741	3,212	2,347	1,094	2,865	2,502
Other Countries - - - ,,	35,913	36,692	34,148	44,867	43,193	1,715	1,820	1,699	2,370	2,210
,,	149,797	146,828	107,577	155,319	159,281	8,199	7,742	5,975	8,228	8,320
Other Cotton Manufactures - -	—	—	—	—	—	35,981	39,323	29,904	45,384	29,182
TOTAL, Cotton Manufactures (excluding Twist and Yarn) - - - - - - - -	—	—	—	—	—	973,436	1,087,177	1,218,340	1,358,542	1,181,139
Flax and Hemp - - - - - -	—	—	—	—	—	515	1,333	1,854	1,035	1,343
Jute:										
Twist and Yarn:										
United Kingdom - - - Lb.	1,234,649	172,800	197,904	124,704	204,680	9,629	1,467	888	631	2,559
United States - - - - ,,	0	2,464	2,016	0	150,080	0	25	16	0	2,036
Argentine Republic - - - ,,	433,600	517,000	84,040	187,500	1,010,000	2,942	3,935	703	1,942	12,885
Brazil - - - - - - ,,	0	0	0	0	192,640	0	0	0	0	3,067
Other Countries - - - ,,	122,459	821	160,432	45,030	97,652	818	5	774	371	1,291
,,	1,790,708	693,085	444,392	357,234	1,655,052	13,389	5,432	2,381	2,944	21,838
Gunny Bags:										
United Kingdom - - - No.	34,759,600	30,108,860	24,454,702	25,163,922	33,882,485	458,737	422,065	364,933	421,110	632,670
Austria-Hungary - - - ,,	885,200	801,900	179,900	111,000	748,750	9,743	9,042	2,681	1,511	11,704
Belgium - - - - - - ,,	4,334,000	2,855,100	1,254,400	1,160,100	3,728,150	52,975	36,497	19,026	22,073	61,811
Bulgaria - - - - - - ,,	0	0	0	0	88,700	0	0	0	0	2,176
Denmark - - - - - - ,,	50,500	34,100	50,386	40,000	42,000	1,117	570	1,083	720	1,008
France - - - - - - ,,	433,600	673,947	541,450	392,900	513,400	6,648	11,827	9,695	8,832	12,027
Germany - - - - - - ,,	10,315,350	4,245,500	3,600,600	3,609,450	5,145,000	121,337	54,248	51,848	58,616	95,295
Greece - - - - - - ,,	370,400	147,200	271,200	298,000	986,800	4,318	1,717	3,301	3,875	14,946
Holland - - - - - - ,,	147,300	125,800	71,800	65,000	439,600	2,125	1,974	1,316	1,237	7,967
Roumania - - - - - - ,,	0	0	0	0	522,700	0	0	0	0	13,445
Turkey in Europe - - - ,,	3,037,650	2,842,733	1,874,380	2,250,800	2,709,100	61,805	51,007	34,273	45,018	60,502
Egypt - - - - - - - ,,	9,126,700	9,925,236	9,729,850	12,780,957	12,623,675	245,398	240,924	274,857	329,059	329,251
Africa, East, British - - - ,,	315,750	437,150	348,156	242,200	486,735	4,790	6,249	6,323	4,380	9,674
,, ,, Portuguese - - ,,	391,550	234,382	478,900	254,415	1,528,541	5,762	3,914	9,366	3,911	31,245
Cape Colony - - - - ,,	5,702,600	2,719,390	3,796,600	3,624,800	3,827,350	151,706	56,383	68,039	86,933	103,816
Mauritius - - - - - ,,	2,366,600	4,258,200	2,924,500	3,038,700	3,588,722	26,303	57,481	38,055	41,089	66,307
Natal - - - - - - ,,	4,030,225	2,526,250	3,666,350	3,900,500	3,689,930	54,339	36,561	59,324	71,515	71,143
Mexico - - - - - - ,,	955,200	876,600	938,000	755,700	604,800	13,750	10,559	13,549	12,354	10,419
Sandwich Islands - - - ,,	3,474,500	4,076,600	2,472,800	3,386,900	5,228,200	35,124	43,340	26,268	38,732	78,089
Canada - - - - - - ,,	0	100,000	50,000	575,000	627,600	0	754	500	6,317	11,892
United States - - - - ,,	13,580,500	7,816,300	11,339,300	10,882,100	25,785,400	122,576	75,136	106,683	108,043	321,799
West Indies, British - - ,,	327,950	482,000	865,050	432,700	825,700	6,095	9,388	16,689	9,454	22,183
,, ,, Other - - - ,,	6,641,400	10,010,100	7,360,460	11,496,450	9,834,751	112,373	181,208	143,483	265,367	253,630
British Guiana - - - - ,,	632,200	655,600	618,550	490,100	677,400	9,429	11,148	11,875	10,126	15,928
Argentine Republic - - - ,,	288,000	1,611,100	1,460,300	2,358,200	1,659,800	2,878	19,035	13,966	29,552	29,224
Chile - - - - - - ,,	16,416,300	18,790,100	28,040,850	31,615,950	22,890,500	161,823	190,278	315,970	428,502	323,834
Ecuador - - - - - - ,,	162,700	124,800	54,900	19,900	19,900	2,777	2,324	836	365	444
Peru - - - - - - - ,,	1,681,600	2,573,950	2,543,300	2,598,700	3,591,300	26,638	39,541	45,283	47,659	82,504
Aden - - - - - - - ,,	319,175	342,738	255,010	65,790	193,360	4,356	4,891	4,240	1,320	3,798
Arabia - - - - - - ,,	168,781	107,100	75,972	137,296	192,700	1,664	1,351	1,011	2,174	3,269
Ceylon - - - - - - ,,	602,030	917,130	714,115	606,345	660,388	8,346	14,055	10,896	9,432	11,810
China, Hong-Kong - - - ,,	26,288,900	18,344,400	13,104,600	21,054,000	22,038,518	229,257	165,453	122,169	205,684	250,466
,, Treaty Ports - - - ,,	4,657,800	7,400,800	10,645,850	6,605,375	2,325,722	61,202	97,330	171,286	101,323	45,361
French Indo-China - - - ,,	159,600	1,789,600	6,393,870	7,318,550	6,974,500	1,649	23,238	88,811	107,142	128,281
Japan - - - - - - ,,	1,000	663,450	164,500	156,250	217,000	163	9,084	2,702	2,636	4,363

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*											
Yarns and Textile Fabrics—*cont.*											
Jute—*cont.*							£	£	£	£	£
Gunny Bags—*cont.*											
Java	No.	892,600	1,694,000	3,869,500	2,729,000	2,220,722	14,778	35,111	61,925	54,470	50,976
Persia	„	164,905	351,000	197,335	328,950	348,480	2,405	5,606	3,460	5,982	7,405
Philippines	„	110,600	11,000	103,400	862,200	1,158,300	1,050	174	1,187	10,557	14,819
Siam	„	779,600	1,852,500	2,937,400	4 989,200	3,040,600	10,675	28,201	48,460	86,157	60,347
Straits Settlements	„	33,221,850	17,679,530	18,625,720	21,568,884	23,738,154	464,821	244,326	292,928	349,652	445,815
Sumatra	„	20,200	33,200	20,400	16,000	350,200	328	585	401	344	8,958
Turkey in Asia	„	5,539,850	5,570,268	3,926,465	4,236,950	4,838,630	90,181	95,220	72,061	86,254	107,260
Australia	„	23,839,905	32,303,400	24,490,200	33,943,315	37,002,300	364,970	572,710	493,932	800,840	900,717
New Zealand	„	5,539,450	6,520,464	5,045,850	5,464,550	4,977,979	115,522	149,306	126,966	140,963	153,364
New Caledonia	„	0	80,000	270,400	114,800	316,400	0	900	3,094	1,588	4,443
Other Countries	„	1,552,250	1,494,197	1,608,515	1,584,302	741,673	21,903	22,439	26,226	29,492	15,265
	„	225,196,371	206,207,675	201,436,286	233,326,201	257,683,115	3,093,836	3,043,150	3,170,287	4,052,260	4,898,150
Gunny Cloth:											
United Kingdom	Yards.	16,368,400	14,117,505	20,112,800	39,090,100	62,234,580	114,520	94,610	131,660	285,789	542,889
Austria-Hungary	„	332,400	200,000	375,000	1,092,000	893,000	2,510	1,307	2,791	7,235	8,464
Germany	„	736,000	624,000	2,874,000	3,917,000	4,791,000	4,636	3,621	17,987	26,374	36,465
Sweden	„	252,000	1,202,000	634,000	750,000	300,000	1,360	6,732	3,501	4,452	1,648
Turkey in Europe	„	168,000	131,600	251,832	152,163	626,000	857	882	1,811	1,095	6,365
Egypt	„	324,100	347,200	238,100	408,825	1,101,630	1,666	1,893	1,347	2,866	10,139
Canada	„	3,432,000	210,000	1,332,800	3,740,800	3,757,000	21,004	1,133	7,372	23,148	33,140
United States	„	353,813,300	365,481,700	352,048,890	419,531,400	479,387,950	1,970,636	2,046,131	2,013,256	2,519,363	3,596,561
Argentine Republic	„	76,233,000	131,380,600	154,986,500	141,544,300	97,166,100	483,905	814,947	938,604	967,579	853,365
Chile	„	490,000	135,000	638,000	820,000	857,600	2,429	782	3,442	4,913	6,753
Ecuador	„	0	30,000	225 000	360,000	360,000	0	160	1,814	3,463	3,274
Peru	„	0	0	35,000	0	745,750	0	0	210	0	8,515
Uruguay	„	3,590,000	7,713,000	7,206,000	6,400,000	3,574,400	23,256	50,245	47,320	44,293	33,472
Ceylon	„	1,379,650	1,829,636	1,600,500	1,891,930	2,078,240	10,130	12,473	10,319	13,410	10,747
China, Hong-Kong	„	22,324,600	12,586,925	14,021,625	20,009,281	19,681,125	145,266	78,976	88,541	147,197	155,006
„ Treaty Ports	„	1,282,000	2,109,000	2,840,200	1,905,900	1,516,700	7,955	13,726	18,793	14,937	12,964
Japan	„	334,700	482,800	828,000	825,000	739 500	2,411	3,429	6,566	6,935	7,892
Persia	„	157,200	440,800	179,000	439,450	460,780	1,478	3,911	1,527	4,085	4,574
Straits Settlements	„	242,500	113,000	25,300	293,800	232,200	1,403	662	195	1,666	1,896
Turkey in Asia	„	598,100	450,720	681,670	670,600	862,697	3,910	3,019	4,737	5,120	8,611
Australia	„	9,364,000	9,844,950	13,273,700	12,692,900	12,040,310	66,734	72,751	100,473	101,469	124,572
New Zealand	„	1,108,050	2,464,498	623,250	1,424,500	1,283,850	7,890	15,628	4,457	11,873	15,494
Other Countries	„	353,680	425,500	475,420	711,404	1,377,533	2,537	3,251	3,508	6,078	14,012
	„	492,883,680	552,320,434	575,511,587	658,671,353	696,067,945	2,876,497	3,230,219	3,410,731	4,203,340	5,505,818
Rope and Twine:											
United Kingdom	Cwt.	20,382	12,258	10,736	10,464	10,848	8,983	6,344	4,940	6,753	7,925
Argentine Republic	„	1,800	5,976	1,674	3,159	2,207	1,440	5,230	1,517	3,101	3,011
Straits Settlements	„	15,846	16,717	16,269	16,840	21,598	13,438	14,057	14,616	15,957	26,138
Other Countries	„	5,915	9,061	9,836	8,392	10,615	4,905	7,173	8,673	7,543	12,671
	„	43,943	44,012	38,515	38,855	45,268	28,766	32,804	29,746	33,354	49,745
Other Jute Manufactures		—	—	—	—	—	779	1,192	12,767	6,758	1,936
TOTAL, Jute Manufactures (excluding Twist and Yarn)		—	—	—	—	—	5,999,878	6,307,365	6,623,531	8,295,712	10,455,649
Silk:											
Piece Goods:											
United Kingdom	Yards	433,930	409,408	316,403	322,664	310,849	27,795	24,006	21,565	23,284	22,918
France	„	164,053	84,878	83 895	78,960	70,950	10,834	5,465	5,493	5,697	4,635
Natal	„	61,808	14,259	7,294	11,211	4,006	4,272	1,161	708	852	454
Arabia	„	25,724	14,698	18,824	23,951	44,734	1,485	1,009	1,233	1,296	2,974
Straits Settlements	„	38,823	71,677	21,350	23,694	31,377	3,213	5,708	1,812	3,022	2,982
Australia	„	12,855	9,839	10,828	11,670	4,647	2,152	1,679	1,900	2,115	801
Other Countries	„	82,131	72,406	76,588	73,880	108,682	5,611	4,420	5,080	4,439	5,392
	„	819,324	677,225	535,182	546,030	575,245	55,362	43,448	37,791	40,705	40,156

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Yarns and Textile Fabrics—*concluded.*										
Silk—*concluded.*										
Goods of Silk mixed with other Materials:						£	£	£	£	£
Arabia - - - - - Yards	15,801	27,905	72,681	70,539	24,231	775	1,585	3,878	2,142	1,198
Turkey in Asia - - - „	39,389	21,423	20,365	12,734	3,260	2,399	1,818	1,462	864	297
Other Countries - - - „	53,761	102,507	69,343	53,065	59,249	4,499	8,610	5,374	3,887	4,007
„	108,951	151,835	162,389	136,338	86,740	7,673	12,013	10,714	6,893	5,502
Other Silk Manufactures - - -	—	—	—	—	—	222	52	202	76	80
TOTAL, Silk Manufactures - -	—	—	—	—	—	63,257	55,513	48,707	47,674	45,738
Wool:										
Carpets and Rugs:										
United Kingdom - - - Lb.	1,286,066	1,549,658	1,121,184	1,296,038	1,346,144	107,757	130,304	90,499	92,632	104,408
Germany - - - „	8,342	18,413	20,546	30,429	14,740	1,150	2,281	2,650	3,270	2 113
United States - - - „	304,963	266,526	189,137	199,392	174,727	46,570	36,740	26,283	26,467	26,397
Australasia - - - - „	14,326	13,234	29,267	18,349	14,428	1,302	1,114	2,636	1,567	1,278
Other Countries - - - „	32,719	30,371	50,564	34,140	53,291	3,134	3,199	4,403	3,599	5,105
„	1,646,416	1,878,202	1,410,698	1,578,348	1,603,330	159,913	173,638	126,471	127,535	139,301
Other Woollen Manufactures - -	—	—	—	—	—	7,801	9,215	24,694	10,821	13,555
TOTAL, Woollen Manufactures - -	—	—	—	—	—	167,714	182,853	151,165	138,356	152,856
TOTAL, Yarns and Textile Fabrics -	—	—	—	—	—	12,916,545	13,534,035	14,589,766	18,102,721	18,789,584
Apparel: Drapery, Haberdashery, Millinery, Uniforms, Accoutrements (but excluding Hosiery):										
United Kingdom - - - - - -	—	—	—	—	—	18,065	18,232	17,708	17,946	19,380
France - - - - - - - - -	—	—	—	—	—	1,764	619	1,522	1,041	574
Gibraltar - - - - - - - -	—	—	—	—	—	2,313	1,132	2,215	959	747
Egypt - - - - - - - - -	—	—	—	—	—	1,984	2,096	1,776	2,118	3 091
Africa, East, British - - - - -	—	—	—	—	—	4,309	5,687	5,329	5,286	4,852
„ „ Portuguese - - - - -	—	—	—	—	—	10,919	15,144	9,884	5,074	6,617
Cape Colony - - - - - - -	—	—	—	—	—	4,138	2,817	3,200	1,587	1,426
Mauritius - - - - - - - -	—	—	—	—	—	3,822	5,754	3,944	3,000	2,948
Natal - - - - - - - - -	—	—	—	—	—	19,592	13,078	9,190	9,601	6,516
United States - - - - - - -	—	—	—	—	—	5,781	4,860	3,920	6,277	8,313
Aden - - - - - - - - -	—	—	—	—	—	1,737	3,523	2,230	2,929	2,091
Arabia - - - - - - - - -	—	—	—	—	—	1,673	2,338	1,271	3,237	1,075
Ceylon - - - - - - - - -	—	—	—	—	—	12,672	12,379	10,770	15,368	12,558
China, Hong-Kong - - - - - -	—	—	—	—	—	1,199	934	720	1,650	2,116
Straits Settlements - - - - -	—	—	—	—	—	8,010	8,473	7,365	8,599	11,004
Turkey in Asia - - - - - -	—	—	—	—	—	637	941	2,221	1,784	2,346
Australia - - - - - - - -	—	—	—	—	—	2,366	1,572	904	1,536	2,113
Other Countries - - - - - -	—	—	—	—	—	4,746	6,126	9,776	8,901	11,502
	—	—	—	—	—	105,727	105,705	93,945	96,893	99,269
Boots and Shoes:										
Egypt - - - - - - - Pairs.	40,225	43,006	49,441	43,888	54,328	13,678	13,978	16,577	14,831	18,221
Africa, East, British - - - - „	15,288	15,824	19,570	16,474	17,733	2,117	2,207	2,264	1,835	1.430
Cape Colony - - - - - „	60,122	97	736	4,650	1,800	18,189	23	229	2,314	953
Mauritius - - - - - - „	57,745	100,553	47,029	23,955	24,406	4,017	6,020	2,996	2,697	2 232
Natal - - - - - - - „	86,740	41,478	9,532	10,217	820	24,483	9,960	3,050	3,291	95
Aden - - - - - - - - „	16,501	19,663	12,440	8,672	9,123	1,876	1,901	988	739	1.127
Ceylon - - - - - - - „	7,372	3,424	4,363	5,254	3,164	1,962	671	825	1,253	676
Straits Settlements - - - - „	7,501	10,672	7,640	9,621	14,014	1,845	2,798	2,213	2,468	3.921
Other Countries - - - - - „	27,374	20,661	16,713	24,870	19,957	2,437	2,774	2,160	3,148	2,578
„	319,368	255,378	168,064	147,601	145,345	70,604	40,932	31,302	32,576	31,233
TOTAL, Apparel - - - -	—	—	—	—	—	176,331	146,637	125,247	129,469	130,502
Art, Works of:										
United Kingdom - - - - - -	—	—	—	—	—	10,843	9,652	6,998	5,630	5,763
Ceylon - - - - - - - -	—	—	—	—	—	7,156	1,019	775	612	379
Other Countries - - - - - -	—	—	—	—	—	3,579	3,180	3,291	2,392	2,801
	—	—	—	—	—	21,578	13,851	10,064	8,634	8,943

No. 13—*continued.*

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.	QUANTITIES.					VALUE.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*										
Books and Printed Matter (including Maps and Charts):						£	£	£	£	£
United Kingdom - - - - - Cwt.	325	292	332	407	529	3,826	3,234	3,496	5,176	5,389
Ceylon - - - - - - - - „	169	114	229	197	164	1,319	722	853	1,093	822
Persia - - - - - - - - „	534	372	441	457	562	4,192	2,591	3,564	2,964	4,735
Straits Settlements - - - - - „	3,154	3,246	3,674	4,070	2,543	12,553	12,487	13,838	16,068	10,135
Other Countries - - - - - - „	857	987	1,149	1,043	1,036	5,876	6,493	7,618	6,605	6,711
„	5,039	5,011	5,825	6,174	4,834	27,766	25,527	29,369	31,906	27,792
Building and Engineering Materials:										
Bricks and Tiles:										
Ceylon - - - - - - - No.	3,695,260	2,286,559	2,071,834	2,762,105	2,035,192	8,989	5,621	5,232	6,836	5,423
Other Countries - - - - „	162,460	439,199	509,104	684,999	457,933	647	1,889	2,011	2,332	1,460
„	3,857,720	2,725,758	2,580,938	3,447,104	2,493,125	9,636	7,510	7,243	9,168	6,883
Other Sorts - - - - - - - -	—	—	—	—	—	3,649	7,677	6,588	5,187	3,310
TOTAL, Building, &c., Materials -	—	—	—	—	—	13,285	15,187	13,831	14,355	10,193
Cabinet-Ware and Furniture:										
United Kingdom - - - - - -	—	—	—	—	—	10,871	9,837	10,732	11,978	15,365
Africa, East, British - - - - -	—	—	—	—	—	2,339	2,993	3,707	2,308	2,050
United States - - - - - - -	—	—	—	—	—	1,255	994	467	1,530	328
Arabia - - - - - - - -	—	—	—	—	—	1,907	999	931	781	1,738
Ceylon - - - - - - - -	—	—	—	—	—	1,014	888	1,641	1,187	1,166
Other Countries - - - - - -	—	—	—	—	—	8,345	8,682	9,219	9,957	11,995
	—	—	—	—	—	25,731	24,393	26,697	27,741	33,242
Candles:										
Africa, East, Portuguese - - - Lb.	200	4,196	29,334	234,797	399,288	3	75	575	4,400	7,472
Cape Colony - - - - - - „	92,500	63,750	72,885	140,530	117,500	1,850	1,350	1,359	2,630	2,193
Ceylon - - - - - - - „	23,427	41,041	52,109	73,663	85,770	455	807	973	1,365	1,604
China, Hong-Kong - - - - - „	253,916	450,810	723,760	451,659	126,780	5,222	8,983	13,883	7,507	2,360
„ Treaty Ports - - - - - „	188,092	162,295	741,030	369,523	403,863	3,878	3,204	13,803	6,882	7,498
French Indo-China - - - - - „	0	0	4,750	68,775	220,820	0	0	89	1,284	4,124
Japan - - - - - - - - „	61,840	30,030	236,405	39,005	13,750	946	561	4,412	662	257
Korea - - - - - - - - „	30,125	193,000	25,000	90,000	62,530	502	3,846	467	1,680	1,168
Persia - - - - - - - - „	88,710	206,824	138,780	211,917	191,974	1,767	4,135	2,569	3,873	3,484
Phillipines - - - - - - - „	0	6,147	20	275,000	681,443	0	109	0	5,133	12,744
Siam - - - - - - - - „	41,755	45,145	89,302	117,770	364,480	771	819	1,668	2,188	6,830
Straits Settlements - - - - - „	360,221	640,873	539,927	1,084,779	1,098,343	7,452	12,383	10,082	19,802	20,414
Australia - - - - - - - - „	212,000	645,500	345,305	1,903,075	762,365	4,145	12,622	6,752	35,292	14,195
New Zealand - - - - - - - „	83,025	541,925	266,455	835,525	330,245	1,665	10,459	4,974	15,412	6,169
Other Countries - - - - - - „	39,404	53,254	87,590	112,823	235,487	802	1,015	1,604	2,133	4,218
„	1,475,215	3,084,790	3,352,652	6,009,241	5,094,638	29,458	60,368	63,210	110,243	94,730
Coir (excluding Rope):										
United Kingdom - - - - - Cwt.	174,499	198,748	185,392	184,765	158,641	111,663	123,607	118,163	117,946	101,891
Belgium - - - - - - - „	42,884	42,750	44,130	52,523	46,127	34,854	29,396	31,606	34,854	30,994
France - - - - - - - - „	38,464	32,975	44,107	41,202	49,720	25,671	21,946	29,392	27,169	32,997
Germany - - - - - - - „	129,821	130,932	160,474	160,370	188,969	90,644	89,392	110,600	107,976	125,641
Holland - - - - - - - - „	20,883	27,120	29,290	38,156	51,382	14,551	19,342	20,977	26,418	35,037
Italy - - - - - - - - „	5,839	7,665	8,743	9,872	11,103	3,995	5,374	5,956	6,714	7,945
Portugal - - - - - - - - „	1,200	0	3,735	15,745	14,048	800	0	2,650	10,515	9,363
United States - - - - - - „	20,119	28,954	15,611	19,362	15,486	15,946	21,654	13,473	14,366	11,321
Arabia - - - - - - - - „	2,357	3,297	4,256	5,091	4,463	1,127	1 503	1,996	2,387	2,078
Ceylon - - - - - - - - „	904	631	3,726	3,957	27	830	299	2,539	2,815	22
Turkey in Asia - - - - - - „	5,595	3,881	3,891	2,254	2,389	2,518	1,696	1,809	1,127	1,238
Australia - - - - - - - „	1,122	110	776	886	3,628	1,165	163	1,028	923	4,283
Other Countries - - - - - - „	7,643	6,292	6,770	10,305	13,346	7,149	4,969	4,791	7,908	10,541
„	451,330	483,355	510,901	544,488	559,329	305,090	319,341	344,380	361,118	373,351
Cordage and Rope of Vegetable Fibre (excluding Jute):										
United Kingdom - - - - - Cwt.	6,642	8,087	3,515	7,025	5,001	4,755	5,375	2,386	4,732	3,247
Cape Colony - - - - - - „	8,433	4,883	2,621	2,090	3,447	8,698	4,878	2,625	2,032	3,440
Mauritius - - - - - - - „	1,146	1,621	1,467	1,278	1,386	1,440	2,321	2,242	1,905	2,075
Aden - - - - - - - - „	1,510	2,218	1,921	1,957	3,164	1,326	1,686	1,276	1,470	2,098
Arabia - - - - - - - - „	2,471	2,002	3,659	5,033	5,783	1,334	1,093	1,995	2,755	3,021
Ceylon - - - - - - - - „	1,723	1,501	1,419	1,368	1,291	2,898	1,857	2,305	2,224	2,391
Siam - - - - - - - - „	1,605	1,933	2,536	2,233	3,188	1,742	2,006	2,776	2,114	3,209
Straits Settlements - - - - „	10,062	11,704	11,351	14,371	14,038	12,594	13,248	12,520	16,788	17,477
Turkey in Asia - - - - - „	8,801	4,194	3,695	1,785	2,250	4,127	2,119	2,006	1,038	1,230
Australia - - - - - - - „	1,030	1,164	1,287	1,166	1,546	1,124	1,251	1,295	1,145	1,734
Other Countries - - - - - „	8,675	6,419	7,864	8,591	9,049	6,368	5,373	6,375	7,058	6,996
„	52,128	45,726	41,326	46,897	50,143	46,406	41,207	37,801	43,261	46,918

EXPORTS of PRINCIPAL ARTICLES of INDIAN PRODUCE and MANUFACTURES, distinguishing PRINCIPAL COUNTRIES to which exported—*continued.*

ARTICLES AND COUNTRIES.		QUANTITIES.					VALUE.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont.*							£	£	£	£	£
Hides and Skins, dressed or tanned:											
Hides:											
United Kingdom	Cwt.	103,665	96,784	113,750	189,203	202,112	401,828	386,617	504,844	969,025	1,065,891
Germany	,,	63	6	415	383	1,508	233	21	1,618	1,837	6,555
Egypt	,,	1,206	1,075	994	1,540	1,393	4,730	4,312	3,926	6,116	5,764
United States	,,	2,320	3,415	5,632	8,465	13,957	9,572	12,749	28,380	46,987	71,029
Aden	,,	207	184	131	108	157	1,004	1,000	679	579	789
Ceylon	,,	120	752	14	6	0	504	3,044	85	29	0
Japan	,,	22	0	1,066	256	0	78	0	5,022	985	0
Straits Settlements	,,	13	28	1,103	1,568	219	72	169	4,003	4,396	431
Other Countries	,,	263	381	285	453	509	973	1,820	1,580	2,051	2,630
	,,	107,879	102,625	123,390	201,982	219,855	418,994	409,732	550,137	1,032,005	1,153,089
Skins:											
Goat Skins:*											
United Kingdom	Cwt.	—	—	—	64,226	69,456	—	—	—	730,251	899,582
Belgium	,,	—	—	—	554	396	—	—	—	7,446	5,927
United States	,,	—	—	—	8,268	13,280	—	—	—	89,742	122,163
Japan	,,	—	—	—	130	430	—	—	—	1,432	4,699
Other Countries	,,	—	—	—	458	330	—	—	—	3,242	3,334
	,,	—	—	—	73,636	83,892	—	—	—	832,113	1,035,705
Sheep Skins:*											
United Kingdom	Cwt.	—	—	—	39,909	42,450	—	—	—	381,767	546,469
United States	,,	—	—	—	12,383	13,894	—	—	—	96,658	138,644
Ceylon	,,	—	—	—	438	116	—	—	—	4,427	859
Japan	,,	—	—	—	2,574	2,192	—	—	—	21,855	28,660
Straits Settlements	,,	—	—	—	5,512	2,881	—	—	—	41,498	31,789
Other Countries	,,	—	—	—	191	386	—	—	—	1,687	4,524
	,,	—	—	—	61,007	61,919	—	—	—	547,892	750,945
Other Skins:*											
United Kingdom	Cwt.	—	—	—	3,791	4,644	—	—	—	23,443	27,599
Australia	,,	—	—	—	460	0	—	—	—	3,433	0
Other Countries	,,	—	—	—	4	10	—	—	—	68	165
	,,	—	—	—	4,255	4,654	—	—	—	26,944	27,764
Total Skins:											
United Kingdom	Cwt.	123,642	136,431	110,540	107,926	116,550	1,281,981	1,425,729	1,102,757	1,135,461	1,473,650
Belgium	,,	0	513	525	590	481	0	7,444	7,735	7,903	7,037
France	,,	532	1,769	19	194	137	4,925	19,001	174	929	1,092
United States	,,	18,551	17,981	20,324	20,651	27,174	175,278	161,799	184,064	186,400	260,808
Ceylon	,,	364	560	449	564	127	3,253	5,322	4,556	5,568	943
Japan	,,	1,943	1,784	1,685	2,704	2,622	15,589	15,472	13,747	23,288	33,360
Straits Settlements	,,	4,160	2,669	4,425	5,602	3,010	31,014	19,994	33,125	42,201	33,042
Other Countries	,,	107	162	1,247	667	364	1,090	1,424	4,850	5,199	4,482
	,,	149,299	161,869	139,214	138,898	150,465	1,513,180	1,656,185	1,351,008	1,406,949	1,814,414
TOTAL, Hides and Skins	,,	257,178	264,494	262,604	340,880	370,320	1,932,124	2,065,917	1,901,145	2,438,954	2,967,503
Jewellery and Plate:											
Jewellery:											
United Kingdom		—	—	—	—	—	71,886	3,701	5,117	1,435	12,604
France		—	—	—	—	—	20,297	689	0	17	0
Straits Settlements		—	—	—	—	—	206	90	313	135	5,340
Other Countries		—	—	—	—	—	2,070	2,397	614	1,780	971
		—	—	—	—	—	94,459	6,877	6,044	3,367	18,915
Plate:											
United Kingdom		—	—	—	—	—	5,210	3,424	7,070	5,465	6,308
Other Countries		—	—	—	—	—	5,359	4,264	4,944	4,413	5,197
		—	—	—	—	—	10,569	7,688	12,014	9,878	11,505
TOTAL, Jewellery and Plate		—	—	—	—	—	105,028	14,565	18,058	13,245	30,420
Lac:											
Button:											
United Kingdom	Cwt.	26,859	39,655	22,429	26,766	22,544	119,525	255,402	166,880	189,821	181,564
Austria-Hungary	,,	103	110	103	330	479	542	600	732	2,250	3,799
France	,,	242	429	1,138	1,038	913	1,025	2,588	8,997	7,678	6,717
Germany	,,	7,665	5,522	2,439	4,339	3,263	30,317	32,795	16,672	33,152	25,175
Holland	,,	385	165	54	68	121	1,850	850	525	396	770
United States	,,	204	4,296	7 693	8,565	9,327	930	34,186	60,726	60,833	74,563
Australia	,,	329	171	238	212	373	1,732	1,504	2,014	1,710	2,957
Other Countries	,,	13	152	177	33	97	114	1,135	1,486	246	849
	,,	35,805	50,500	34,276	41,851	37,117	156,035	329,060	258,032	296,086	296,394
Shell:											
United Kingdom	Cwt.	81,558	73,269	78,976	51,699	43,837	430,208	615,867	735,602	418,529	405,712
Austria-Hungary	,,	2,491	2,222	3,407	3,658	4,679	13,952	15,913	28,450	28,244	42,514
Belgium	,,	258	513	111	390	170	1,393	3,746	1,200	2,783	1,520
France	,,	4,752	6,024	6,402	9,090	4,490	26,030	47,613	53,129	70,848	42,012
Germany	,,	16,801	19,590	19,586	31,110	32,222	87,339	154,443	166,684	247,966	302,747
Holland	,,	3,736	3,234	3,602	6,108	5,172	21,835	25,045	29,990	48,094	55,034
Italy	,,	1,357	651	1,851	1,541	2,146	7,235	5,286	16,389	11,745	20,943
United States	,,	81,817	70,677	74,843	110,550	109,047	444,747	568,386	654,047	908,071	1,026,008
China, Hong-Kong	,,	981	576	1,315	1,190	1,161	5,442	4,719	12,340	9,471	10,487
Japan	,,	524	389	1,491	816	942	2,863	3,471	13,290	6,639	9,369
Straits Settlements	,,	441	336	316	253	319	2,252	2,369	3,044	2,003	3,311
Australia	,,	769	722	910	764	823	4,093	6,190	7,828	5,843	7,561
New Zealand	,,	110	97	155	174	157	606	739	1,452	1,488	1,694
Other Countries	,,	192	197	340	250	308	996	1,607	2,802	1,861	2,851
	,,	195,787	178,497	193,305	217,593	205,473	1,048,991	1,455,394	1,726,247	1,763,585	1,931,703
Other Sorts	,,	2	240	1,398	3,997	11,498	3,922	2,193	3,022	8,432	19,336
TOTAL, Lac	,,	231,594	229,237	228,979	263,441	254,088	1,205,030	1,786,647	1,988,201	2,068,103	2,247,433

* From April, 1905.

No. 13—*concluded.*

Exports of Principal Articles of Indian Produce and Manufactures, distinguishing Principal Countries to which exported—*concluded.*

Articles and Countries.	Quantities.					Value.				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
VII.—ARTICLES MANUFACTURED AND PARTLY MANUFACTURED—*cont*										
Leather:						£	£	£	£	£
Unwrought:										
United Kingdom - - - - Cwt	562	16	5	1,145	1,776	2,011	40	31	9,358	6,747
Straits Settlements - - - ,,	242	218	248	669	324	2,695	2,849	3,140	5,051	3,717
Other Countries - - - - ,,	263	503	307	389	330	1,773	3,105	1,662	3,185	2,734
,,	1,067	737	560	2,203	2,430	6,479	5,994	4,833	17,594	13,194
Saddlery and Harness:										
Natal - - - - - - - -	—	—	—	—		1,210	2,998	27	17	34
Straits Settlements - - - -	—	—	—	—	—	1,056	1,262	1,325	908	319
Other Countries - - - - -	—	—	—	—	—	2,484	1,156	1,176	1,441	1,317
	—	—	—	—	—	4,750	5,416	2,528	2,366	1,670
Other Sorts - - - - - -	—	—	—	—	—	11,084	8,541	8,218	7,246	2,675
Total, Leather - - -	—	—	—	—	—	22,313	19,951	15,579	27,206	17,539
Paints and Colours:										
United Kingdom - - - - Cwt.	35,978	25,197	39,503	24,765	30,389	14 650	9,807	14,677	8,669	10,483
Other Countries - - - - - ,,	4,313	2,865	5,505	14,510	9,986	2,721	1,949	2,641	6,299	4,613
,,	40,291	28,062	45,008	39,275	40,375	17,371	11,756	17,318	14,968	15,096
Perfumery:										
Egypt - - - - - - - -	—	—	—	—	—	1,260	500	409	2,288	3,429
Straits Settlements - - - -	—	—	—	—	—	2,247	2,055	1,766	2,249	2,402
Other Countries - - - - -	—	—	—	—	—	4,020	6,169	6,646	6,184	5,232
	—	—	—	—	—	7,527	8,724	8,821	10,721	11,063
Toys and Requisites for Games:										
United Kingdom - - - - -	—	—	—	—	—	12,868	11,401	9,998	12,648	10,015
Other Countries - - - - -	—	—	—	—	—	7,802	7,594	8,938	7,764	6,977
	—	—	—	—	—	20,670	18,995	18,936	20,412	16,992
Wood:										
United Kingdom - - - - -	—	—	—	—	—	3,452	2,915	2,198	1,978	2,905
United States - - - - -	—	—	—	—	—	309	1,663	2,089	1,144	490
Mauritius - - - - - -	—	—	—	—	—	13,298	7,127	16,160	13,864	23,566
Ceylon - - - - - - -	—	—	—	—	—	13,035	8,022	10,093	8,751	11,170
Straits Settlements - - - -	—	—	—	—	—	1,036	1,129	1,027	1,867	829
Other Countries - - - - -	—	—	—	—	—	5,156	5,602	7,214	5,328	5,031
	—	—	—	—	—	36,286	26,458	38,781	32,932	43,991
Articles (not specified) exported by Post:										
United Kingdom - - - - -	—	—	—	—	—	177,941	153,347	170,785	177,047	170,058
France - - - - - - - -	—	—	—	—	—	3,402	8,656	4,613	10,787	6,971
Italy - - - - - - - -	—	—	—	—	—	14,981	15,837	17,110	17,833	24,682
Egypt - - - - - - - -	—	—	—	—	—	5,790	6,128	4,893	5,132	5,090
Africa, East, British - - - -	—	—	—	—	—	6,093	5,238	4,854	4,292	6,558
Aden - - - - - - - -	—	—	—	—	—	16,919	24,008	24,161	24,200	18,493
Ceylon - - - - - - -	—	—	—	—	—	0	0	0	0	27,381
China, Hong Kong - - - - -	—	—	—	—	—	3,319	4,754	6,827	8,885	7,455
Straits Settlements - - - -	—	—	—	—	—	4,956	7,466	4,806	4,512	10,981
Turkey in Asia - - - - -	—	—	—	—	—	20,420	16,852	15,534	27,382	27,554
Other Countries - - - - -	—	—	—	—	—	3,598	4,281	4,250	6,485	8,573
	—	—	—	—	—	257,419	246,567	257,833	286,555	313,796
Other Articles - - - - -	—			—	—	45,334	49,404	42,738	40,444	48,576
Total, Articles Manufactured and Partly Manufactured -	—	—	—	—	—	17,211,292	18,429,530	19,547,775	23,782,988	25,227,669
Total Exports of Indian Merchandise	—	—	—	—	—	83,919,301	99,755,597	102,760,848	105,459,482	115,388,249

QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA.

ARTICLES.	1902-3		1903-4.		1904-5.		1905-6.		1906-7.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
APPAREL (including boots and shoes, uniforms, &c., but excluding hosiery):		£		£		£		£		£
United Kingdom	—	31,903	—	37,840	—	32,790	—	110,667	—	36,584
Other Countries	—	567	—	21,027	—	9,470	—	509	—	95
	—	32,470	—	58,867	—	42,260	—	111,176	—	36,679
ARMS, AMMUNITION, AND MILITARY STORES:										
United Kingdom	—	676,566	—	580,123	—	589,113	—	307,193	—	793,435
Other Countries	—	9,643	—	3,814	—	25,753	—	5,225	—	631
	—	686,209	—	583,937	—	614,866	—	312,418	—	794,066
BOOKS AND PRINTED MATTER (including maps, charts, &c.):										
United Kingdom	—	33,595	—	106,377	—	39,197	—	55,173	—	57,182
Other Countries	—	134	—	126	—	200	—	400	—	164
	—	33,729	—	106,503	—	39,397	—	55,573	—	57,346
BUILDING AND ENGINEERING MATERIALS:										
United Kingdom	—	10,757	—	12,850	—	27,436	—	15,268	—	27,178
Other Countries	—	0	—	0	—	220	—	0	—	0
	—	10,757	—	12,850	—	27,656	—	15,268	—	27,178
CARRIAGES AND CARTS:										
United Kingdom	—	6,496	—	19,238	—	13,098	—	6,726	—	62,180
Other Countries	—	0	—	434	—	296	—	0	—	220
	—	6,496	—	19,672	—	13,394	—	6,726	—	62,400
CHEMICALS, DRUGS, etc.:										
United Kingdom	—	36,253	—	51,264	—	40,904	—	45,882	—	38,046
Other Countries	—	271	—	917	—	16,725	—	11,741	—	329
	—	36,524	—	52,181	—	57,629	—	57,623	—	38,375
COAL (including coke and patent fuel):	Tons.		Tons.		Tons.		Tons.		Tons.	
United Kingdom	30,812	44,311	26,789	32,611	22,732	32,761	6,976	7,872	5,083	5,833
Other Countries	302	259	0	0	80	80	0	0	0	0
	31,114	44,570	26,789	32,611	22,812	32,841	6,976	7,872	5,083	5,833
COTTON MANUFACTURES (including yarn):										
Piece Goods:	Yds.		Yds.		Yds.		Yds.		Yds.	
United Kingdom	1,061,116	28,079	2,508,720	55,343	1,460,090	36,661	1,310,114	27,085	2,568,074	58,742
Other sorts:										
United Kingdom	—	5,088	—	8,133	—	21,331	—	16,221	—	4,218
	—	33,167	—	63,476	—	57,992	—	43,306	—	62,960
EARTHENWARE AND PORCELAIN:										
United Kingdom	—	4,457	—	3,072	—	1,856	—	5,368	—	5,561
Other Countries	—	0	—	0	—	175	—	297	—	866
	—	4,457	—	3,072	—	2,031	—	5,665	—	6,427
FLAX MANUFACTURES (including Yarn):										
United Kingdom	—	17,574	—	24,381	—	30,251	—	89,771	—	33,382
GLASS AND GLASSWARE:										
United Kingdom	—	10,337	—	13,037	—	10,940	—	15,414	—	10,758
Other Countries	—	159	—	50	—	13	—	89	—	21
	—	10,496	—	13,087	—	10,953	—	15,503	—	10,779
HARDWARE AND CUTLERY:										
United Kingdom	—	186,098	—	185,930	—	192,744	—	285,582	—	199,409
Other Countries	—	1,340	—	1,005	—	511	—	1,146	—	234
	—	187,438	—	186,935	—	193,255	—	286,728	—	199,643

QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA—*continued.*

ARTICLES.	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
INSTRUMENTS AND APPARATUS:		£		£		£		£		£
United Kingdom	—	69,281	—	84,530	—	65,075	—	115,065	—	93,297
Other Countries	—	853	—	1,112	—	2,735	—	847	—	1,024
	—	70,134	—	85,642	—	67,810	—	115,912	—	94,321
LEATHER:										
United Kingdom	—	5,201	—	8,821	—	8,700	—	2,664	—	3,040
MACHINERY AND MILLWORK:										
United Kingdom	—	194,555	—	194,214	—	226,943	—	196,146	—	219,652
Other Countries	—	5,694	—	921	—	3,248	—	2,043	—	982
	—	200,249	—	195,135	—	230,191	—	198,189	—	220,634
METALS:	Cwt.		Cwt.		Cwt.		Cwt.		Cwt.	
United Kingdom	781,355	390,201	794,887	419,161	630,066	390,176	927,898	571,727	760,003	600,782
Australia	0	0	0	0	0	0	30,232	108,061	31,649	125,615
Other Countries	3,385	1,184	1,293	695	130	110	710	1,165	8,162	30,160
	784,740	391,385	796,180	419,856	630,196	390,286	958,840	680,953	799,814	756,557
PAPER AND PASTEBOARD:										
United Kingdom	—	49,614	—	50,104	—	30,713	—	26,979	—	34,185
Other Countries	—	11	—	1	—	6	—	15	—	100
	—	49,625	—	50,105	—	30,719	—	26,994	—	34,285
PRINTING AND LITHOGRAPHING MATERIALS:										
United Kingdom	—	3,970	—	9,642	—	4,900	—	8,405	—	7,430
Other Countries	—	2	—	0	—	3	—	0	—	13
	—	3,972	—	9,642	—	4,903	—	8,405	—	7,443
RAILWAY PLANT AND ROLLING STOCK:										
Locomotives, Carriages, Trucks, &c.:										
United Kingdom	—	1,638,266	—	1,522,933	—	1,384,835	—	1,610,554	—	1,759,309
Austria-Hungary	—	9,515	—	12,759	—	0	—	0	—	0
Belgium	—	39,679	—	5,005	—	4,955	—	36,336	—	17,191
Germany	—	9,646	—	188,014	—	0	—	0	—	0
United States	—	16,160	—	0	—	0	—	0	—	0
Other Countries	—	1,573	—	252	—	2,454	—	0	—	1,233
Materials for Construction:										
United Kingdom	—	772,716	—	1,005,047	—	1,261,122	—	1,426,074	—	911,268
Australia	—	9,697	—	89,349	—	119,689	—	309,769	—	199,722
United States	—	0	—	0	—	30,641	—	25,879	—	0
Other Countries	—	1,763	—	0	—	147	—	2,243	—	959
	—	2,499,015	—	2,823,359	—	2,803,843	—	3,410,855	—	2,889,682
SHIPS, PARTS OF:										
United Kingdom	—	1,337	—	4,666	—	1,272	—	5,216	—	4,157
STATIONERY (excluding paper):										
United Kingdom	—	19,869	—	39,545	—	26,717	—	28,644	—	21,703
Other Countries	—	716	—	81	—	74	—	43	—	268
	—	20,585	—	39,626	—	26,791	—	28,687	—	21,971
TELEGRAPH MATERIALS:										
United Kingdom	—	73,691	—	80,321	—	98,236	—	91,188	—	185,791
Other Countries	—	186	—	331	—	426	—	102	—	281
	—	73,877	—	80,652	—	98,662	—	91,290	—	186,072

QUANTITY and VALUE of IMPORTS of GOVERNMENT STORES into BRITISH INDIA—*concluded.*

ARTICLES.	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£		£		£
WOOL, MANUFACTURES OF:										
Piece Goods:	Yds.		Yds.		Yds.		Yds.		Yds.	
United Kingdom -	650,852	64,881	778,124	77,888	680,978	65,807	649,955	79,617	816,999	110,795
Other Countries -	0	0	10,620	368	1,520	165	220	18	311	13
Other sorts:	Lb.		Lb.		Lb.		Lb.		Lb.	
United Kingdom -	32,314	1,531	24,069	1,522	21,498	1,182	52,013	4,168	13,280	1,279
	—	66,412	—	79,778	—	67,154	—	83,803	—	112,087
ALL OTHER ARTICLES (mainly manufactured):										
United Kingdom -	—	182,143	—	199,358	—	219,198	—	254,811	—	263,296
Other Countries -	—	26,178	—	25,108	—	84,251	—	104,373	—	27,797
	—	208,321	—	224,466	—	303,449	—	359,184	—	291,093
TOTAL IMPORTS OF GOVERNMENT STORES:										
United Kingdom -	—	4,552,274	—	4,827,941	—	4,853,958	—	5,409,480	—	5,548,492
Other Countries -	—	135,230	—	351,379	—	302,347	—	610,301	—	407,918
Grand Total -	—	4,687,504	—	5,179,320	—	5,156,305	—	6,019,781	—	5,956,410

No. 15.

QUANTITY and VALUE of EXPORTS (Indian and Foreign) of GOVERNMENT STORES from BRITISH INDIA.

ARTICLES.	1902-3.		1903-4.		1904-5.		1905-6.		1906-	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
APPAREL:		£		£		£		£		£
United Kingdom -	—	2,226	—	6,727	—	7,005	—	945	—	1,430
Other Countries -	—	78,291	—	33,316	—	21,834	—	7,057	—	8,165
	—	80,517	—	40,043	—	28,839	—	8,002	—	9,595
ARMS AND AMMUNITION:										
United Kingdom -	—	6,171	—	5,541	—	1,596	—	147	—	2,149
Other Countries -	—	32,622	—	22,886	—	10,783	—	11,472	—	6,117
	—	38,793	—	28,427	—	12,379	—	11,619	—	8,266
BOOKS AND PRINTED MATTER (including Maps and Charts):										
United Kingdom -	—	3,386	—	2,339	—	2,351	—	3,120	—	2,562
Other Countries -	—	479	—	229	—	260	—	204	—	441
	—	3,865	—	2,568	—	2,611	—	3,324	—	3,003
CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS:										
United Kingdom -	—	917	—	1,274	—	945	—	1,316	—	1,534
Other Countries -	—	1,689	—	1,223	—	2,081	—	2,007	—	1,681
	—	2,606	—	2,497	—	3,026	—	3,323	—	3,215
METALS:										
United Kingdom -	—	0	—	0	—	23	—	0	—	0
Other Countries -	—	6,865	—	13,150	—	8,441	—	4,902	—	3,931
	—	6,865	—	13,150	—	8,464	—	4,902	—	3,931
ALL OTHER ARTICLES (mainly Manufactured):										
United Kingdom -	—	7,419	—	8,870	—	16,734	—	7,374	—	6,215
Other Countries -	—	247,425	—	276,163	—	66,419	—	39,848	—	37,715
	—	254,844	—	285,033	—	83,155	—	47,222	—	43,930
TOTAL EXPORTS OF GOVERNMENT STORES:										
United Kingdom -	—	20,119	—	24,751	—	28,654	—	12,902	—	13,890
Other Countries -	—	367,371	—	346,967	—	109,818	—	65,490	—	58,050
Grand Total - -	—	387,490	—	371,718	—	138,472	—	78,392	—	71,940

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES.

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
UNITED KINGDOM.						
Imports therefrom:						
Apparel (including Boots and Shoes)		—	—	—	—	—
Arms, Ammunition, &c.		—	—	—	—	—
Books and Printed Matter	Cwt.	23,012	31,737	28,856	19,541	19,590
Building and Engineering Materials:						
Cement	Cwt.	458,634	627,584	975,556	1,435,323	1,466,973
Other Sorts		—	—	—	—	—
Cabinet-ware and Furniture		—	—	—	—	—
Candles		1,770,873	2,096,393	1,942,244	2,264,801	1,643,290
Caoutchouc, Manufactures of		—	—	—	—	—
Carriages and Carts		—	—	—	—	—
Chemicals		—	—	—	—	—
Coal and Coke	Tons	180,092	135,685	177,129	137,725	222,075
Cotton:						
Raw	Cwt.	20,086	7,423	141,032	123,898	81,829
Twist and Yarn	Lb.	31,952,390	25,852,453	28,021,351	42,800,971	35,207,382
Piece Goods: Grey (unbleached)	Yds.	1,273,061,613	1,077,217,159	1,205,192,339	1,337,011,655	1,289,337,250
White (bleached)	,,	382,735,462	458,362,175	574,510,174	561,847,524	486,322,004
Coloured, printed, or dyed	,,	415,457,985	461,684,969	471,529,846	516,315,903	500,443,920
Handkerchiefs and Shawls	No.	11,004,600	17,305,847	13,235,388	17,672,684	24,997,699
Sewing Thread	Lb.	1,019,458	939,440	981,383	1,020,616	1,008,329
Other Manufactures		—	—	—	—	—
Drugs and Medicines		—	—	—	—	—
Dyes, &c.: Aniline and Alizarine	Lb.	423,218	614,736	767,945	1,238,939	705,464
Other Sorts	Cwt.	3,035	1,226	1,315	2,469	2,881
Earthenware and Porcelain		—	—	—	—	—
Flax Manufactures		—	—	—	—	—
Glass and Glassware		—	—	—	—	—
Hardware and Cutlery		—	—	—	—	—
Hides and Skins, raw, dressed and tanned	Cwt.	3,220	2,432	2,462	2,481	2,636
Instruments, Apparatus and Appliances		—	—	—	—	—
Ivory, and Manufactures of		—	—	—	—	—
Jewellery, &c.		—	—	—	—	—
Jute Manufactures (chiefly Canvas)		—	—	—	—	—
Leather, Saddlery and Harness, &c.		—	—	—	—	—
Liquors: Ale, &c.	Gals.	3,587,053	3,786,214	4,303,910	4,571,281	4,516,340
Spirits	,,	755,304	774,530	761,452	827,511	766,686
Wines	,,	183,604	166,584	156,649	171,028	150,899
Machinery and Millwork		—	—	—	—	—
Metals: Copper	Cwt.	286,457	293,595	314,039	191,138	134,387
German Silver	,,	8,262	10,626	10,937	11,934	9,162
Iron	,,	2,739,235	3,448,785	4,000,044	3,524,421	4,216,205
Lead	,,	105,577	119,141	118,548	110,045	76,230
Steel	,,	1,262,264	1,861,225	1,660,429	2,097,851	2,469,842
Zinc	,,	76,596	76,239	59,318	52,138	64,538
Other	,,	12,989	15,086	23,373	31,942	27,890
Oils: Mineral	Gals.	2,137,270	2,486,849	2,517,755	2,295,219	1,854,360
Vegetable, Animal, &c.	,,	589,248	619,688	672,204	784,390	959,161
Oil-cloth and Floor-cloth	Sq. Yds.	779,394	637,969	877,590	1,109,932	1,017,371
Paints, Colours, &c.		—	—	—	—	—
Paper, Pasteboard, &c.		—	—	—	—	—
Pitch, Tar, and Dammer	Cwt.	132,250	164,258	183,241	201,221	227,248
Printing and Lithographing Materials		—	—	—	—	—
Provisions		—	—	—	—	—
Railway Plant and Rolling Stock		—	—	—	—	—
Salt	Tons	211,138	229,127	247,836	201,530	220,917
Ships, Parts of		—	—	—	—	—
Silk Manufactures		—	—	—	—	—
Soap	Cwt.	128,132	155,201	157,868	181,492	175,755
Stationery		—	—	—	—	—
Sugar	Cwt.	338,645	665,746	151,830	318,689	227,472
Tea-chests		—	—	—	—	—
Tobacco: Cigarettes	Lb.	1,188,194	1,448,405	1,676,147	1,816,780	1,818,057
Other Sorts (chiefly Manufactured)	,,	1,215,496	1,062,112	967,246	876,679	845,616
Toys and requisites for Games		—	—	—	—	—
Umbrellas	No.	1,547,687	1,943,812	1,528,865	1,559,085	1,483,881
Umbrella Fittings		—	—	—	—	—
Wood, and Manufactures of		—	—	—	—	—
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES.

ARTICLES.	1902-3	1903-4.	1904-5.	1905-6.	1906-7.
UNITED KINGDOM.	£	£	£	£	£
Imports therefrom :					
Apparel : Drapery, &c.	529,879	568,815	587,405	313,313	239,459
Boots and Shoes	130,559	163,976	181,628	197,000	168,637
Haberdashery and Millinery	*	*	*	333,005	351,984
Arms, Ammunition, &c.	146,926	155,512	181,795	140,003	181,925
Books and Printed Matter	165,873	180,198	201,483	205,873	190,373
Building and Engineering Materials : Cement	67,571	90,452	134,317	177,103	180,019
Other sorts	46,811	51,190	50,768	65,772	90,582
Cabinet-ware and Furniture	42,562	42,663	47,397	56,977	56,799
Candles	36,087	43,077	38,366	42,924	32,991
Caoutchouc, Manufactures of	36,397	36,555	39,767	39,871	50,240
Carriages, &c. ; Carriages and Carts	208,228	242,605	302,016	142,390	148,317
Cycles	*	*	*	101,561	129,595
Motor Cars and Cycles	*	*	*	170,222	218,201
Chemicals	295,977	315,867	319,131	343,316	360,806
Coal and Coke	230,275	182,299	220,907	173,136	286,995
Cotton :					
Raw	44,327	8,370	306,535	277,617	230,324
Twist and Yarn	1,456,700	1,338,616	1,531,445	2,137,807	2,012,090
Piece Goods : Grey (unbleached)	10,182,064	8,738,939	10,844,540	12,430,209	12,321,978
White (bleached)	3,298,035	4,010,378	5,336,054	5,482,648	4,783,368
Coloured, printed, or dyed	4,064,836	4,914,567	5,532,672	5,795,770	5,829,981
Handkerchiefs and Shawls	80,039	162,385	143,377	206,197	209,484
Thread, Sewing	135,290	133,535	136,906	146,366	151,857
Other Manufactures	132,465	167,220	206,780	268,068	266,696
Drugs and Medicines	215,881	221,369	228,961	231,741	228,148
Dyes, &c. : Aniline and Alizarine	20,171	24,771	27,951	46,350	26,052
Other sorts	12,743	2,830	3,750	6,666	8,131
Earthenware and Porcelain	98,943	106,708	120,311	125,516	134,368
Flax Manufactures	125,657	121,029	131,937	129,036	126,412
Glass and Glassware	118,019	111,948	104,769	112,205	111,811
Hardware and Cutlery :					
Cutlery	51,655	49,385	60,276	59,603	57,724
Agricultural Implements	50,483	46,890	49,941	52,358	67,211
Other Implements and Tools	61,516	62,412	64,255	73,927	86,754
Lampware	*	*	*	52,078	59,626
Sewing Machines	36,983	52,324	48,220	50,616	52,557
Other sorts	728,132	792,123	826,855	750,168	840,916
Hides and Skins, raw, dressed and tanned	52,108	51,426	54,602	60,221	69,883
Instruments, Apparatus, and Appliances	335,848	360,357	392,643	494,476	599,815
Ivory, and Manufactures of	44,029	57,575	45,580	52,880	47,510
Jewellery, &c.	406,589	515,100	227,777	415,726	122,901
Jute Manufactures (chiefly Canvas)	26,703	30,651	35,712	41,384	35,688
Leather, Saddlery and Harness, &c. (excluding Boots and Shoes)	161,179	162,067	152,625	185,872	192,032
Liquors : Ale, &c.	306,602	327,864	351,296	350,908	337,733
Spirits	420,645	431,516	413,869	442,568	398,036
Wines	131,119	113,021	98,542	113,872	97,369
Machinery & Millwork : Steam Engines & Parts	1,055,762	1,168,388	1,248,787	630,031	842,823
Electrical Machinery	*	*	*	143,177	154,265
Mining ,,	*	*	*	48,717	39,665
Textile ,,	*	*	*	1,653,931	1,504,772
Other sorts	748,432	948,129	1,307,474	665,753	1,150,991
Metals : Copper	913,322	947,838	986,288	656,597	592,894
German Silver	45,591	52,499	54,951	50,890	51,149
Iron	1,523,270	1,750,571	2,037,654	1,769,055	2,390,911
Lead	99,441	107,240	110,127	99,987	80,346
Steel	597,232	839,430	721,750	953,578	1,170,735
Zinc	67,609	76,366	65,680	66,374	94,569
Other	61,099	67,417	83,132	135,973	147,370
Oils : Mineral	88,781	100,116	108,603	98,147	86,739
Vegetable, Animal, &c.	66,475	65,983	63,512	64,295	86,202
Oil-cloth and Floorcloth	29,589	24,556	34,341	37,695	39,743
Paints, Colours, &c.	207,542	212,206	227,506	245,214	281,026
Paper, Pasteboard, &c.	171,338	196,440	257,703	269,869	293,754
Pitch, Tar, and Dammer	34,761	45,231	46,947	51,842	58,969
Printing and Lithographing Materials	36,353	41,550	38,403	45,005	49,657
Provisions	505,451	544,297	559,906	609,590	651,537
Railway Plant and Rolling Stock	1,048,289	812,722	838,001	981,122	2,611,752
Salt	206,241	219,270	239,002	190,483	210,635
Ships, Parts of	52,421	182,677	166,082	69,354	27,258
Silk Manufactures	150,436	133,392	113,953	98,207	93,045
Soap	131,769	157,488	161,017	187,969	192,154
Stationery	167,425	180,314	183,128	180,166	193,426
Sugar	262,188	489,727	154,631	275,782	217,694
Tea Chests	76,473	81,529	122,996	113,015	147,470
Tobacco : Cigarettes	94,645	115,603	153,105	188,338	208,061
Other Sorts (chiefly manufactured)	79,259	69,334	68,207	63,398	63,872
Toys and requisites for Games	84,756	92,156	92,669	93,342	92,331
Umbrellas	104,668	137,431	106,820	113,871	113,538
Umbrella Fittings	*	*	*	48,497	83,075
Wood	24,489	38,807	37,737	51,981	31,998
Woollen Manufactures	652,473	946,397	1,153,787	993,858	866,696
Other Articles	731,903	672,331	694,891	785,449	1,084,145
TOTAL	34,855,099	36,706,020	42,021,951	45,825,871	48,198,645

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES: QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
UNITED KINGDOM.						
Exports of Foreign Merchandise:						
Apparel (including Boots and Shoes)		—	—	—	—	—
Metals	Cwt.	16,161	9,151	34,405	28,668	113,315
Provisions	,,	2,158	3,114	3,207	1,848	8,857
Wool, Raw	Lb.	5,137,430	5,091,037	5,121,556	4,888,612	5,200,901
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Barley	Cwt.	1	53,110	14,365	13,960	362,966
Bristles and Fibres	,,	8,247	17,943	24,922	30,485	26,630
Caoutchouc, Raw	,,	589	1,077	2,137	3,502	3,702
Chemicals: Saltpetre	,,	120,609	113,929	85,493	69,748	98,803
Coffee	,,	155,501	152,452	187,344	172,384	82,358
Coir and Coir Manufactures	,,	178,687	208,821	190,909	188,638	163,648
Cotton, Raw	,,	371,796	652,183	346,512	373,227	451,718
,, Manufactures		—	—	—	—	—
Drugs, Medicines, and Narcotics		—	—	—	—	—
Dyeing and Tanning Materials:						
Cutch	Cwt.	50,075	71,518	34,761	32,383	55,836
Indigo	,,	10,497	10,744	10,743	7,749	7,942
Myrabolams	,,	589,473	563,324	631,552	500,928	581,481
Other Sorts	,,	30,157	25,961	21,231	22,552	18,505
Fodder, Bran, and Cattle-Food:						
Oilcake	,,	201,558	169,336	237,603	510,069	334,595
Rice-bran	Tons.	95,836	95,238	102,616	127,332	89,421
Other Sorts	Cwt.	42,921	60,554	35,275	82,419	25,287
Gram	,,	154,714	72,055	99,840	213,193	354,264
Hemp, Raw	,,	248,311	251,934	225,367	281,617	318,649
Hides and Skins: Hides Raw	,,	37,408	39,900	49,444	73,796	74,228
,, Dressed or Tanned	,,	103,665	96,784	113,750	189,203	202,112
Skins, Raw	,,	37,235	28,833	29,213	47,343	64,332
,, Dressed or Tanned	,,	123,642	136,431	110,540	107,926	116,550
Horn and Hornmeal	,,	35,649	25,718	27,274	28,229	26,678
Jewellery and Plate		—	—	—	—	—
Jute:						
Raw	Cwt.	5,545,777	5,921,684	5,160,399	6,298,246	6,857,596
Gunny Bags	No.	34,759,600	30,108,860	24,454,702	25,136,922	33,882,485
,, Cloth	Yards	16,368,400	14,117,505	20,112,800	39,090,100	62,234,580
Lac	Cwt.	112,163	116,057	105,281	81,470	69,895
Manures	Tons	31,834	21,783	17,734	24,254	29,026
Metals: Manganese Ore	Cwt.	1,910,803	2,210,128	1,294,109	2,557,129	4,392,130
Other Sorts	,,	6,028	840	26,670	43,361	86,086
Mica	,,	13,541	13,148	12,529	114,510	23,104
Oils		—	—	—	—	—
Provisions		—	—	—	—	—
Pulse	Cwt.	1,423,676	1,426,068	1,590,192	1,134,985	429,266
Rice	,,	2,957,284	3,785,517	4,378,780	3,473,903	2,649,967
Seeds:						
Castor	,,	577,391	500,306	452,358	479,348	649,874
Cotton	,,	3,660,267	2,489,631	2,229,831	3,476,848	4,015,894
Essential	,,	677	8,264	54,320	90,332	54,292
Linseed	,,	2,266,969	3,004,200	3,885,776	1,744,132	1,580,828
Mowa or Mowra	,,	6,000	10,075	89,250	148,387	7,881
Rape	,,	489,692	546,775	495,254	462,648	709,988
Other Sorts	,,	134,280	128,888	90,427	56,740	15,910
Silk, Raw	Lb.	581,382	431,858	441,418	380,684	431,870
,, Manufactures		—	—	—	—	—
Spices	Lb.	2,735,483	4,126,790	4,351,080	3,541,758	2,480,302
Sugar (unrefined)	Cwt.	175,078	168,046	158,416	182,676	127,973
Tea: Black	Lb.	152,895,529	168,394,203	166,514,020	165,238,408	175,433,503
Green	,,	*	1,792,348	1,177,259	1,353,025	736,117
Wheat	Cwt.	6,683,228	21,231,863	28,928,757	14,183,363	14,610,524
Wood: Teak	Cubic Tons	37,962	51,967	31,270	38,186	30,318
Other Sorts		—	—	—	—	—
Wool, Raw	Lb.	27,431,902	32,364,903	34,560,712	40,153,940	43,184,135
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
UNITED KINGDOM.	£	£	£	£	£
Exports of Foreign Merchandise:					
Apparel (including Boots and Shoes)	52,847	51,028	43,894	43,057	47,390
Metals	9,619	13,612	14,968	28,411	98,409
Provisions	24,492	34,993	34,722	22,190	35,247
Wool, Raw	152,879	154,103	170,615	167,731	196,904
Other Articles	181,662	183,313	193,608	192,273	162,776
TOTAL	421,499	437,049	457,807	453,662	540,726
Exports of Indian Produce, &c.:					
Barley	0	10,777	3,555	2,765	74,157
Bristles and Fibres	42,959	69,261	54,267	63,788	59,604
Caoutchouc, Raw	5,866	14,475	31,907	52,330	59,501
Chemicals: Saltpetre	82,405	76,938	60,184	55,896	77,144
Coffee	567,394	551,412	700,178	644,985	274,828
Coir and Coir Manufactures	114,575	130,843	122,228	120,677	105,274
Cotton, Raw	616,800	1,372,633	749,974	734,167	856,198
Cotton Manufactures	53,688	56,314	84,069	65,240	39,330
Drugs, Medicines, and Narcotics	118,633	82,767	101,657	105,570	73,456
Dyeing and Tanning Materials:					
Cutch	64,232	85,109	37,130	34,426	63,634
Indigo	147,452	131,712	126,845	100,193	110,691
Myrabolams	130,970	131,380	148,830	114,215	144,975
Other Sorts	12,935	10,807	8,673	8,352	11,660
Fodder, Bran, and Cattle-Food:					
Oilcake	58,840	45,739	60,976	144,698	85,872
Rice Bran	172,084	161,769	163,555	225,577	195,542
Other Sorts	8,205	12,502	7,069	14,414	4,480
Gram	33,486	12,572	18,263	39,360	83,613
Hemp, Raw	165,530	174,281	155,464	200,444	249,241
Hides and Skins: Hides, Raw	85,734	102,726	152,062	250,144	263,511
,, Dressed or Tanned	401,828	386,617	504,844	969,025	1,065,891
Skins, Raw	217,903	173,577	168,860	271,777	387,226
,, Dressed or Tanned	1,281,981	1,425,729	1,102,757	1,135,462	1,473,650
Horn and Hornmeal	55,889	45,615	42,489	52,081	40,228
Jewellery and Plate	78,102	8,608	67,540	61,194	80,812
Jute:					
Raw	3,281,812	3,480,398	3,298,003	4,876,823	7,707,883
Gunny Bags	458,737	422,065	364,933	421,110	632,670
,, Cloth	114,520	94,610	131,660	285,789	542,889
Lac	567,621	887,421	935,253	628,300	609,856
Manures	114,596	82,490	65,609	103,402	129,807
Metals: Manganese Ore	73,709	84,093	52,457	105,095	192,638
Other Sorts	10,660	5,934	7,698	20,708	89,303
Mica	59,176	57,295	68,092	92,117	147,284
Oils	151,594	152,372	161,840	106 172	84,434
Provisions	51,300	33,399	29,325	34,339	34,618
Pulse	321,018	308,631	323,282	250,860	117,900
Rice	814,231	1,047,551	1,096,965	993,008	836,225
Seeds:					
Castor	203,762	144,859	144,970	202,909	327,803
Cotton	617,711	414,012	363,994	613,196	795,846
Essential	462	3,700	21,132	36,633	23,697
Linseed	1,346,185	1,349,912	1,460,231	818,614	774,642
Mowa or Mowra	2,200	3,225	28,931	52,289	3,375
Rape	194,572	202,518	165,027	174,269	275,687
Other Sorts	56,884	45,156	26,273	19,994	6,460
Silk, Raw	195,089	146,534	161,767	145,923	135,921
,, Manufactures	27,953	24,040	21,565	23,284	22,990
Spices	51,262	73,808	68,179	52,518	46,501
Sugar (unrefined)	41,382	46,289	64,186	74,429	36,830
Tea: Black	4,186,004	4,682,573	4,441,836	4,559,393	5,031,082
,, Green	*	43,501	31,331	34,061	18,602
Wheat	1,948,196	6,032,913	7,994,302	4,276,648	4,396,807
Wood: Teak	320,718	452,674	275,730	349,671	285,767
,, Other Sorts	19,278	20,797	10,094	14,644	27,996
Wool, Raw	764,897	891,011	1,139,181	1,337,108	1,547,306
Woollen Manufactures	109,606	132,933	91,982	94,768	106,972
Other Articles	542,604	419,942	567,842	400,201	419,202
TOTAL	21,165,230	27,060,819	28,287,046	26,665,055	31,289,511

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
AUSTRIA-HUNGARY.						
Imports therefrom:						
Apparel (including Boots and Shoes):						
Haberdashery and Millinery		—	—	—	—	—
Other Sorts		—	—	—	—	—
Cotton Manufactures		—	—	—	—	—
„ Twist and Yarn	Lb.	732,130	607,154	724,197	622,384	693,988
Glass and Glassware: Bangles		—	—	—	—	—
Other Sorts		—	—	—	—	—
Hardware and Cutlery		—	—	—	—	—
Matches		—	—	—	—	—
Metals	Cwt.	50,508	62,542	55,493	52,013	41,377
Paper and Pasteboard		—	—	—	—	—
Silk Manufactures		—	—	—	—	—
Sugar	Cwt.	888,020	299,264	1,441,244	2,340,726	1,617,173
Stationery		—	—	—	—	—
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Coffee	Cwt.	2,825	1,958	3,580	2,681	1,109
Cotton, Raw	„	569,072	705,256	456,276	615,176	618,741
Indigo	„	2,831	3,820	4,691	2,264	3,495
Hides and Skins (mainly Raw)	„	85,488	84,964	100 920	119,702	170,440
Jute, Raw	„	699,956	738,352	799,124	872,523	768,203
Oilseeds	„	261,789	472,509	403,583	213,734	382,427
Rice	„	981,410	2,558,413	4,003,364	2,442,632	3,158,342
Other Articles		—	—	—	—	—
BELGIUM.						
Imports therefrom:						
Apparel		—	—	—	—	—
Candles	Lb.	1,194,585	843,655	709,788	705,526	641,536
Carriages and Carts		—	—	—	—	—
Cotton Manufactures		—	—	—	—	—
„ Twist and Yarn	Lb.	269,686	169,732	362,537	696,960	638,477
Dyes, Aniline and Alizarine, &c.	„	4,696,127	6,129,952	7,050,596	7,645,576	9,983,763
Earthenware and Porcelain		—	—	—	—	—
Glass and Glassware: Plate and Sheet	Sup. ft.	9,361,772	9,772,254	8,558,439	15,199,155	12,524,156
Other Sorts		—	—	—	—	—
Hardware and Cutlery		—	—	—	—	—
Liquors	Gals.	41,322	31,767	42,613	85,972	74,521
Matches		—	—	—	—	—
Metals:						
Copper	Cwt.	13,761	18,787	20,111	7,329	5,868
Iron	„	852,151	754,041	789,032	864,558	708,651
Steel	„	1,857,619	2,234,190	2,025,874	3,019,366	2,474,506
Zinc	„	11,827	13,894	13,946	12,749	16,534
Paints and Colours		—	—	—	—	—
Paper and Pasteboard		—	—	—	—	—
Railway Plant and Rolling Stock		—	—	—	—	—
Sugar	Cwt.	186,571	99,059	3,764	114,356	113,024
Silk Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Coir and Coir Manufactures	Cwt.	43,011	43,407	45,742	52,795	47,271
Cotton, Raw	„	779,288	1,089,146	667,871	1,127,936	1,101,755
Dyeing and Tanning Materials	„	152,365	209,061	143,349	207,949	202,149
Hemp, Raw	„	121,972	129,917	136,299	124,878	130,872
Hides and Skins, raw, dressed and tanned	„	5,539	4,663	5,736	20,545	12,189
Jute Manufactures		—	—	—	—	—
Jute, Raw	Cwt.	8,393	94,048	77,247	104,413	120,081
Manganese Ore	„	20,000	386,127	500,300	1,082,020	1,971,614
Manures	Tons	12,933	12,703	9,941	12,817	14,720
Rice	Cwt.	31,774	534,784	859,043	725,215	641,284
Seeds:						
Castor	„	382,099	275,721	275,179	185,568	198,785
Groundnuts	„	10,999	170,097	6,000	16,674	28,666
Linseed	„	427,594	477,391	543,233	469,918	317,852
Poppy	„	313,671	493,952	500,295	389,718	326,038
Rape	„	1,082,212	1,204,905	1,468,940	609,205	1,201,627
Til or Jinjili	„	627,790	749,500	533,835	587,757	862,117
Other Sorts	„	155,952	292,286	216,834	56,996	40,796
Wheat	„	878,070	2,802,610	7,588,857	1,130,644	790,774
Other Articles		—	—	—	—	—

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
AUSTRIA-HUNGARY.					
Imports therefrom:	£	£	£	£	£
Apparel (including Boots and Shoes):					
Haberdashery and Millinery	167,625	197,007	236,737	102,814	101,949
Other Sorts	*	*	*	69,952	46,892
Cotton Manufactures	128,102	162,076	231,977	158,778	121,017
„ Twist and Yarn	35,163	30,184	40,467	34,080	41,926
Glass and Glassware:					
Bangles	*	*	*	188,145	207,005
Other Sorts	232,790	249,100	334,868	70,142	80,942
Hardware and Cutlery	121,640	148,178	121,561	85,484	84,004
Matches	6,295	16,760	31,203	31,250	35,934
Metals	133,180	107,989	118,187	86,136	75,720
Paper and Pasteboard	88,352	57,194	74,730	52,342	46,968
Silk Manufactures	18,691	39,974	99,126	85,651	20,444
Sugar	561,803	188,838	1,036,429	1,483,370	954,453
Stationery	19,564	25,190	21,606	19,195	19,422
Woollen Manufactures	41,630	87,067	139,990	65,794	34,608
Other Articles	146,629	158,295	185,306	205,223	174,371
TOTAL	1,701,464	1,467,852	2,672,187	2,738,356	2,045,655
Exports of Foreign Merchandise:					
Miscellaneous Articles	13,292	14,553	25,174	15,851	23,591
Exports of Indian Produce, &c.;					
Coffee	10,137	7,090	13,358	8,601	3,222
Cotton, Raw	972,127	1,516,359	988,240	1,181,765	1,251,626
Indigo	41,014	53,430	57,199	33,042	56,545
Hides and Skins (mainly Raw)	258,978	268,397	352,461	455,868	660,978
Jute, Raw	407,541	438,207	524,996	718,785	883,214
Oilseeds	137,351	210,959	165,260	108,248	217,255
Rice	228,227	610,807	912,119	583,712	806,365
Other Articles	77,125	89,474	102,390	104,171	133,090
TOTAL	2,132,500	3,194,723	3,116,023	3,194,192	4,012,295
BELGIUM.					
Imports therefrom:					
Apparel	9,516	15,407	24,204	13,053	16,085
Candles	24,632	17,998	14,268	14,136	13,337
Carriages and Carts	14,251	10,736	13,223	36,071	59,831
Cotton Manufactures	102,744	138,875	234,305	326,434	235,727
„ Twist and Yarn	11,745	8,252	19,608	33,878	35,869
Dyes, Aniline and Alizarine, &c.	204,854	259,860	314,920	331,842	417,749
Earthenware and Porcelain	46,406	38,307	33,954	35,378	35,127
Glass and Glassware:					
Plate and Sheet	52,146	48,452	44,489	80,910	59,273
Other Sorts	50,383	56,629	66,045	57,987	56,750
Hardware and Cutlery	67,352	81,015	91,917	85,116	103,385
Liquors	25,706	20,670	23,838	42,285	34,224
Matches	50,236	16,895	50,160	64,283	47,703
Metals:					
Copper	48,904	66,978	70,812	28,606	30,639
Iron	331,387	296,404	294,581	322,643	314,172
Steel	652,933	750,261	643,484	979,652	855,666
Zinc	15,299	18,401	19,288	19,108	27,165
Paints and Colours	17,867	22,790	34,141	34,643	38,495
Paper and Pasteboard	28,484	28,112	26,433	34,468	44,443
Railway Plant and Rolling Stock	9,920	30,250	23,638	20,750	68,931
Sugar	120,946	70,366	2,924	68,802	67,151
Silk Manufactures	20,324	36,832	44,999	49,330	51,790
Other Articles	155,452	180,818	255,537	304,627	290,083
TOTAL	2,061,487	2,214,308	2,346,768	2,984,002	2,903,595
Exports of Foreign Merchandise:					
Miscellaneous Articles	8,339	9,356	8,417	10,061	6,122
Exports of Indian Produce, &c.:					
Coir and Coir Manufactures	29,132	29,858	32,635	35,078	31,806
Cotton, Raw	1,263,659	2,165,895	1,363,182	2,056,176	2,089,921
Dyeing and Tanning Materials	32,911	50,106	40,099	59,181	53,125
Hemp, Raw	78,209	84,260	88,430	82,682	95,538
Hides and Skins, raw, dressed and tanned	18,910	23,636	30,869	90,697	58,627
Jute Manufactures	53,934	37,130	22,368	24,852	64,066
Jute, raw	5,623	54,638	49,260	83,306	148,309
Manganese Ore	1,000	17,506	24,990	51,534	109,784
Manures	47,530	47,474	35,937	47,141	55,178
Rice	8,163	125,153	208,399	172,978	176,964
Seeds:					
Castor	130,698	82,960	86,148	70,924	102,932
Groundnuts	4,617	64,947	2,200	8,048	14,188
Linseed	262,603	215,329	215,926	223,847	159,657
Poppy	176,532	221,471	193,178	189,675	177,298
Rape	462,607	501,992	522,611	256,896	545,082
Til or Jinjili	325,361	367,580	261,231	351,917	538,377
Other Sorts	44,761	81,296	63,832	23,596	21,121
Wheat	251,345	812,028	2,133,233	342,533	237,122
Other Articles	104,065	124,702	216,644	162,583	119,447
TOTAL	3,301,660	5,107,961	5,591,172	4,333,644	4,798,542

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
DENMARK.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian):						
Miscellaneous Articles		—	—	—	—	—
FRANCE.						
Imports therefrom:						
Apparel: Gold and Silver Thread		—	—	—	—	—
Other Sorts		—	—	—	—	—
Clocks and Watches	No.	155,656	174,346	255,454	298,808	219,109
Cotton Manufactures		—	—	—	—	—
Dyes (chiefly Saffron)		—	—	—	—	—
Jewellery: Precious Stones and Pearls, unset		—	—	—	—	—
Liquors: Spirits	Gals.	203,490	219,632	250,901	280,702	256,472
Wines	,,	83,385	89,947	88,073	93,575	99,587
Metals	Cwt.	18,226	14,306	12,045	13,018	6,052
Motor Cars and Cycles		—	—	—	—	—
Provisions		—	—	—	—	—
Silk Manufactures		—	—	—	—	—
Sugar	Cwt.	109	192	39,592	86,521	3,643
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Coffee	Cwt.	74,207	104,615	96,876	132,233	95,493
Cotton, Raw	,,	419,386	559,754	234,990	482,481	560,358
Gram	,,	27,194	100,988	454,392	38,740	306,314
Hides and Skins, Raw	,,	50,746	52,516	44,023	74,061	57,438
Horn and Hornmeal	,,	19,849	13,226	21,229	30,751	32,887
Indigo	,,	2,077	1,975	3,173	970	541
Jute, Raw	,,	1,634,097	1,437,356	1,296,411	1,573,174	1,633,197
Lac	,,	4,994	6,453	7,540	10,128	5,403
Manganese Ore	,,	0	41,001	216,000	588,020	669,710
Manures	Tons	11,226	10,346	8,251	14,073	16,573
Pulse	Cwt.	206,764	86,595	163,764	249,994	41,800
Saltpetre	,,	31,279	36,401	32,902	10,934	17,570
Seeds:						
Castor	,,	494,398	284,303	266,845	286,848	277,002
Cotton	,,	189,368	17,653	110,098	188,461	165,292
Groundnuts	,,	856,383	1,541,534	1,471,642	1,204,337	1,428,745
Linseed	,,	1,088,388	1,198,599	1,889,846	1,053,959	1,118,335
Mowa or Mowra	,,	77,246	217,914	370,270	138,767	73,821
Poppy	,,	497,787	647,343	705,999	326,139	387,252
Rape	,,	1,129,826	1,220,597	1,131,434	302,862	1,010,269
Til or Jinjili	,,	2,279,709	1,874,656	1,110,809	695,955	1,060,589
Other	,,	56,917	33,254	61,440	76,415	111,239
Rice	,,	79,203	197,754	437,127	219,391	232,762
Silk, Raw	Lb.	1,380,166	1,380,029	883,806	1,334,719	1,420,380
Wheat	Cwt.	23,028	991,849	3,428,374	1,854,981	194,125
Other Articles		—	—	—	—	—
GERMANY.						
Imports therefrom:						
Apparel (including Boots and Shoes)		—	—	—	—	—
Chemicals		—	—	—	—	—
Cotton Manufactures		—	—	—	—	—
Dyes		—	—	—	—	—
Earthenware and Porcelain		—	—	—	—	—
Glass and Glassware		—	—	—	—	—
Hardware and Cutlery		—	—	—	—	—
Instruments, Apparatus, &c.		—	—	—	—	—
Liquors	Gals.	410,619	436,200	442,378	543,871	544,980
Machinery and Millwork		—	—	—	—	—
Matches		—	—	—	—	—
Metals:						
Copper, Mixed or Yellow Metal	Cwt.	4,948	12,177	21,043	44,977	60,815
Iron	,,	75,252	132,153	91,951	138,295	89,910
Steel	,,	267,088	396,671	344,824	479,972	207,743
Other Sorts	,,	19,694	25,338	24,811	13,249	14,584
Paper and Pasteboard		—	—	—	—	—
Provisions		—	—	—	—	—
Salt	Tons	56,538	81,393	77,225	48,162	63,900
Silk Manufactures		—	—	—	—	—
Sugar	Cwt.	145,684	7,300	176,588	712,717	2,001,403
Toys and Requisites for Games		—	—	—	—	—
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
DENMARK.	£	£	£	£	£
Imports therefrom :					
Miscellaneous Articles	341	307	115	934	234
Exports (Foreign and Indian) :					
Miscellaneous Articles	2,757	71,859	46,943	3,161	6,250
FRANCE.					
Imports therefrom :					
Apparel : Gold and Silver Thread	*	*	*	167,455	178,855
Other Sorts	166,032	166,888	211,320	36,296	32,001
Clocks and Watches	55,283	53,700	57,054	61,536	55,865
Cotton Manufactures	43,570	60,668	54,094	47,856	48,596
Dyes (chiefly Saffron)	37,898	48,823	69,094	53,560	52,936
Jewellery : Precious Stones and Pearls, unset	109,550	160,882	90,802	59,203	907
Liquors : Spirits	122,613	132,296	152,387	169,766	159,241
Wines	34,654	37,390	43,401	41,887	40,313
Metals	39,102	31,073	28,373	27,293	23,767
Motor Cars and Cycles	*	*	*	29,834	16,217
Provisions	25,717	78,823	57,856	78,418	49,358
Silk Manufactures	180,280	149,535	206,826	146,310	134,620
Sugar	893	1,058	34,118	55,013	3,455
Woollen Manufactures	9,163	19,309	31,832	36,503	26,951
Other Articles	120,761	138,211	166,310	141,595	152,074
TOTAL	945,516	1,078,656	1,203,467	1,152,525	975,156
Exports of Foreign Merchandise :					
Miscellaneous Articles	9,789	9,028	9,820	24,146	32,231
Exports of Indian Produce, &c. :					
Coffee	208,874	272,513	277,567	378,419	259,202
Cotton, Raw	745,708	1,252,452	515,554	953,613	1,102,206
Gram	6,134	22,214	98,954	9,054	73,302
Hides and Skins, Raw	199,502	231,588	250,791	390,702	292,957
Horn and Hornmeal	37,077	23,647	34,601	48,061	50,229
Indigo	28,221	24,971	37,966	14,757	8,645
Jute, Raw	990,610	814,688	865,414	1,394,953	2,052,244
Lac	27,055	50,202	62,126	78,523	48,729
Manganese Ore	0	2,050	10,307	32,184	42,997
Manures	40,015	39,413	30,071	52,602	64,503
Pulse	39,142	18,474	38,934	54,730	8,712
Saltpetre	20,840	24,421	23,351	8,699	13,862
Seeds :					
Castor	172,283	82,695	82,324	113,062	137,643
Cotton	33,481	2,916	16,139	29,792	32,847
Groundnuts	399,625	610,877	567,511	501,917	703,280
Linseed	639,788	528,965	723,435	501,609	556,980
Mowa or Mowra	31,386	71,400	115,697	49,360	32,878
Poppy	285,766	283,287	265,626	171,319	212,020
Rape	474,194	464,109	405,293	125,026	453,156
Til or Jinjili	1,167,245	819,815	482,709	394,991	647,924
Other	31,320	18,766	20,428	48,086	60,534
Rice	20,888	45,868	101,111	54,218	63,144
Silk, Raw	228,251	257,256	162,977	200,588	277,134
Wheat	7,144	286,496	958,628	577,004	59,167
Other Articles	257,391	340,815	215,674	176,604	215,751
GERMANY. TOTAL	6,091,940	6,589,898	6,363,188	6,359,873	7,470,046
Imports therefrom :					
Apparel (including Boots and Shoes)	57,019	74,724	89,161	93,759	115,632
Chemicals	27,160	32,626	37,732	48,570	37,452
Cotton Manufactures	120,540	154,692	259,284	310,419	330,851
Dyes	24,072	36,140	26,069	28,689	35,542
Earthenware and Porcelain	12,387	15,147	14,763	24,023	44,214
Glass and Glassware	53,895	64,783	74,335	138,298	174,601
Hardware and Cutlery	142,086	176,620	203,522	208,537	282,709
Instruments, Apparatus, &c.	23,122	39,195	48,620	49,343	91,761
Liquors	76,745	84,204	88,773	98,453	92,013
Machinery and Millwork	22,750	47,787	56,409	57,185	54,949
Matches	28,056	49,038	28,117	27,413	35,662
Metals :					
Copper, Mixed or Yellow Metal	14,313	35,761	61,361	142,306	232,213
Iron	45,148	78,135	52,042	79,130	56,039
Steel	98,103	137,890	122,500	176,523	85,752
Other Sorts	68,508	79,525	78,229	43,330	55,991
Paper and Pasteboard	45,074	41,858	43,118	77,508	105,496
Provisions	16,444	26,567	30,037	33,453	36,031
Salt	66,842	80,477	85,626	48,781	64,351
Silk Manufactures	30,133	36,463	54,736	43,873	47,327
Sugar	93,874	5,199	119,441	431,599	1,154,679
Toys and Requisites for Games	32,702	40,259	43,328	50,964	55,604
Woollen Manufactures	201,478	340,826	644,051	449,907	377,294
Other Articles	140,800	270,147	226,952	252,977	294,417
TOTAL	1,441,251	1,948,063	2,488,206	2,915,040	3,860,580
Exports of Foreign Merchandise :					
Miscellaneous Articles	8,077	14,670	23,179	26,036	31,634

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
GERMANY—*continued.*						
Exports of Indian Produce :						
Bristles and Fibre for Brushes and Brooms	Cwt.	13,340	17,899	15,794	27,874	25,858
Coir and Manufactures of	,,	130,280	132,198	160,985	161,280	190,126
Cotton, Raw	,,	1,122,078	1,568,466	1,025,256	1,384,046	1,663,217
Fodder, Bran, and Cattle Food		—	—	—	—	—
Fruits and Vegetables		—	—	—	—	—
Dyeing and Tanning Materials (chiefly Myrabolams)	Cwt.	299,544	328,205	271,689	336,653	210,153
Hides and Skins, Raw	,,	260,373	272,768	276,489	378,111	427,585
Jute, Raw	,,	2,508,202	2,625,714	2,702,683	2,624,950	3,459,790
,, Gunny Bags	No.	10,315,850	4,245,500	3,600,600	3,609,450	5,145,000
,, ,, Cloth	Yards	736,000	624,000	2,874,000	3,917,000	4,791,000
Lac	Cwt.	28,098	27,357	26,028	38,659	46,850
Manures	Tons.	23,150	16,400	14,888	27,062	21,319
Oils, Vegetable and Essential	Gals.	460,588	980,286	650,396	529,247	273,079
Rice	Cwt.	320,924	5,073,533	5,545,935	4,968,851	6,664,744
Seeds : Linseed	,,	1,465,469	2,536,732	2,746,965	1,165,776	595,862
Poppy	,,	104,567	171,544	151,046	78,703	88,260
Rape	,,	891,800	1,072,317	1,677,455	520,505	738,345
Til or Jinjili	,,	245,597	216,442	175,969	174,824	311,553
Other sorts	,,	292,548	446,702	331 954	224,057	252,910
Spices	Lb.	1,897,332	4,326,631	3,849,344	5,265,266	2,051,259
Wheat	Cwt.	1	72,267	1,195,533	36,052	51,224
Wood (chiefly Teak)		—	—	—	—	—
Other Articles		—	—	—	—	—
GIBRALTAR.						
Imports therefrom :						
Miscellaneous Articles :		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Miscellaneous Articles		—	—	—	—	—
GREECE.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign or Indian) thereto						
Miscellaneous Articles		—	—	—	—	—
HOLLAND.						
Imports therefrom :						
Cotton Manufactures : Piece Goods, White	Yds.	3,067,358	3,652,122	4,049,330	6,197,776	4,431,550
,, ,, Coloured	,,	8,584,552	9,248,790	8,514,003	9,638,178	11,039,202
Other Sorts		—	—	—	—	—
Dyes, Aniline and Alizarine	Lb.	2,975,721	4,032,354	1,797,066	1,200,593	102,789
Sugar	Cwt.	79,128	82,159	3,299	908	447
Other Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Cotton, Raw	Cwt.	17,828	41,490	16,688	209	21,455
Hides and Skins, Raw	,,	4,992	9,055	7,509	16,048	21,471
Lac	,,	4,121	3,399	3,656	6,176	5,293
Rice	,,	56,052	2,510,989	3,394,098	2,513,425	3,743,714
Seeds : Linseed	,,	465,594	714,926	1,173,647	689,598	15,870
Rape	,,	135,353	98,013	214,009	0	19,265
Other sorts	,,	48,184	32,192	34,918	19,167	1,000
Wheat	,,	0	145,496	371,284	180,804	0
Other Articles		—	—	—	—	—
ITALY.						
Imports therefrom :						
Apparel		—	—	—	—	—
Coral	Lb.	172,924	109,584	135,854	97,293	86,018
Cotton Manufactures		—	—	—	—	—
,, Twist and Yarn	Lb.	449,840	461,628	772,102	1,029,465	776,375
Dyes, Aniline	,,	700,971	771,276	677,995	687,145	622,238
Glass and Glassware		—	—	—	—	—
Provisions		—	—	—	—	—
Silk Manufactures : Yarn, Noils and Warps	Lb.	*	*	*	547,392	416,425
Other Sorts		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles (chiefly Metals)		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton, Raw	Cwt.	647,509	1,000,899	627,281	809,111	873,619
Dyeing and Tanning Materials	,,	12,293	17,539	8,501	10,840	19,978
Hides and Skins, Raw	,,	76,997	103,872	118,855	129,904	137,983
Jute, Raw	,,	572,869	559,351	489,505	590,261	613,008
Pepper	Lb.	1,410,080	1,997,688	2,259,992	3,089,380	2,263,912
Seeds :						
Castor	,,	170,055	216,952	252,010	197,249	166,268
Linseed	,,	290,879	499,945	673,874	410,262	532,022
Rape	,,	157,041	186,397	111,141	80,951	37,962
Til or Jinjili	,,	289,976	157,610	283,147	30,004	158,316
Other	,,	0	8,858	12,744	13,330	17,150
Wheat	Cwt.	0	76,000	23,400	62,002	0
Other Articles		—	—	—	—	—

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
GERMANY—*continued.*	£	£	£	£	£
Exports of Indian Produce :					
Bristles and Fibre for Brushes and Brooms	25,762	32,311	38,205	51,748	30,575
Coir and Manufactures of	90,876	90,329	110,359	108,581	126,413
Cotton, Raw	1,829,912	3,096,314	2,012,954	2,462,581	3,147,634
Fodder, Bran, and Cattle Food	43,139	80,394	98,771	130,961	116,627
Fruits and Vegetables	102,005	148,397	87,583	131,256	97,858
Dyeing & Tanning Materials (chiefly Myrabolams)	92,312	102,666	85,166	92,908	69,342
Hides and Skins, Raw	802,641	890,116	1,025,501	1,443,189	1,722,895
Jute, Raw	1,478,876	1,545,320	1,741,273	2,153,146	3,937,917
„ Gunny Bags	121,337	54,248	51,848	58,616	95,295
„ „ Cloth	4,636	3,621	17,987	26,374	36,465
Lac	128,516	200,543	207,252	293,483	391,104
Manures	90,622	61,102	55,347	85,460	96,548
Oils, Vegetable and Essential	55,192	102,916	72,484	57,842	41,740
Rice	112,191	1,278,580	1,365,033	1,316,134	1,901,656
Seeds : Linseed	858,371	1,098,229	1,006,696	546,025	291,864
Poppy	59,062	77,149	62,014	39,440	48,457
Rape	373,814	403,556	594,912	210,200	336,237
Til or Jinjili	141,048	118,365	88,802	103,758	190,298
Other sorts	113,162	145,300	112,628	85,050	128,886
Spices	45,749	98,708	78,478	112,987	45,492
Wheat	1	21,271	325,466	11,033	15,903
Wood (chiefly Teak)	52,379	56,364	64,231	80,005	71,993
Other Articles	154,116	158,872	211,209	197,800	208,524
GIBRALTAR. TOTAL	6,775,719	9,864,671	9,514,199	9,798,577	13,149,723
Imports therefrom :					
Miscellaneous Articles	3,590	2,926	2,578	3,465	4,437
Exports (Foreign and Indian) thereto :					
Miscellaneous Articles	8,972	7,286	8,724	28,412	8,720
GREECE.					
Imports therefrom :					
Miscellaneous Articles	658	1,300	552	2,629	1,088
Exports (Foreign and Indian) thereto :					
Miscellaneous Articles	6,689	12,514	17,200	7,216	18,161
HOLLAND.					
Imports therefrom :					
Cotton Manufactures : Piece goods, White	37,785	42,123	52,360	84,875	62,930
„ „ Coloured	100,694	126,594	143,286	153,175	185,358
Other sorts	23,076	35,767	50,475	40,548	57 495
Dyes, Aniline and Alizarine	140,035	178,905	69,470	37,171	5,033
Sugar	51,801	57,595	2,164	650	354
Other Articles	59,023	61,925	81,358	84,432	107,381
TOTAL	412,414	502,909	399,113	400,851	418,551
Exports (Foreign and Indian) thereto :					
Cotton, Raw	30,161	75,880	33,219	392	41,192
Hides and Skins, Raw	22,055	28,563	30,043	72,145	90,665
Lac	23,685	25,895	30,515	48,490	55,804
Rice	22,044	585,107	791,940	593,393	884,181
Seeds : Linseed	300,509	328,934	440,373	334,311	8,596
Rape	58,699	37,784	73,445	0	10,091
Other sorts	27,156	2,147	18,879	11,820	479
Wheat	0	39,845	96,033	53,018	0
Other Articles	55,274	108,666	98,194	73,144	111,065
ITALY. TOTAL	539,583	1,232,821	1,612,641	1,186,713	1,202,073
Imports therefrom :					
Apparel	23,074	27,959	38,008	39,477	42,800
Coral	31,381	20,978	30,866	24,985	20,274
Cotton Manufactures	146,080	178,341	220,379	195,975	173,858
„ Twist and Yarn	20,189	22,737	42,211	51,980	44,125
Dyes, Aniline	43,912	46,562	39,904	37,057	28,918
Glass and Glassware	21,935	27,465	32,816	23,386	32,725
Provisions	22,595	44,585	31,168	35,479	8,134
Silk Manufactures : Yarns, Noils and Warps	*	*	*	124,237	102,209
Other sorts	102,587	95,102	153,304	29,919	30,089
Other Articles	145,362	172,643	255,619	239,800	237,596
TOTAL	557,115	636,372	844,275	802,295	720,728
Exports of Foreign Merchandise :					
Miscellaneous Articles (chiefly Metals)	15,146	22,055	27,455	55,572	30,413
Exports of Indian Produce, &c. :					
Cotton, Raw	1,058,133	1,997,545	1,319,453	1,537,496	1,709,803
Dyeing and Tanning Materials	15,168	12,134	9,465	7,068	7,779
Hides and Skins, Raw	251,676	357,194	485,627	564,482	683,098
Jute, Raw	339,469	341,142	325,862	501 147	744,940
Pepper	33,119	47,195	53,068	69,087	52,321
Seeds :					
Castor	63,194	68,734	78,577	78,331	86,111
Linseed	179,828	226,952	276,796	196,208	270,632
Rape	68,825	74,245	41,361	36,598	18,944
Til or Jinjili	156,953	74,351	132,779	17,593	97,152
Other	2	2,601	4,325	4,690	6,952
Wheat	0	21,829	6,950	19,059	0
Other Articles	97,837	76,610	104,848	94,688	125,875
TOTAL	2,264,204	3,300,602	2,839,111	3,126,447	3,803,607

* Not separately distinguished.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
MALTA.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Miscellaneous Articles		—	—	—	—	—
NORWAY.						
Imports therefrom :						
Matches		—	—	—	—	—
Iron Nails, Screws, &c.	Cwt.	20,395	26,014	21,928	45,244	37,378
Other Articles		—	—	—	—	—
Exports (Indian) thereto :						
Miscellaneous Articles		—	—	—	—	—
PORTUGAL.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c., thereto :						
Miscellaneous Articles		—	—	—	—	—
ROUMANIA.						
Imports therefrom :						
Kerosene	Gals.	0	0	0	0	3 512.151
Exports (Indian) thereto :						
Rice	Cwt.	0	58,388	202,793	171,991	144,971
Other Articles		—	—	—	—	—
RUSSIA.						
Imports therefrom :						
Mineral Oil	Gals.	71,197,917	57,321,149	40,309,782	7,766,838	2,248,965
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton, Raw	Cwt.	33,823	131,649	4,588	7,038	12,702
Indigo	,,	593	1,789	3,104	2,076	1,838
Jute, Raw	,,	99,384	86,806	135,314	68,909	27,646
Rice	,,	53,286	80,565	103,998	2,001	120,008
Tea	Lb.	3,967,836	4,546,742	9,331,887	9,988,488	13,761,314
Other Articles		—	—	—	—	—
SPAIN.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton, Raw	Cwt.	110,898	265,485	126,690	139,526	139,312
Hides and Skins, Raw	,,	29,964	38,904	40,408	48,920	61,406
Jute, Raw	,,	135,410	196,984	234,487	277,276	341,560
Seeds	,,	3,000	0	20,710	63,151	26,685
Wheat	,,	0	0	531,816	826,417	47,376
Other Articles		—	—	—	—	—
SWEDEN.						
Imports therefrom :						
Iron and Steel	Cwt.	29,192	46,600	31,935	30,879	70,005
Matches		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Cotton, Raw	Cwt.	10,036	15,575	3,624	17,686	21,860
Rice	,,	83,950	120,020	507,610	113,365	176,899
Wheat	,,	0	0	74,320	172,760	194,900
Other Articles		—	—	—	—	—
TURKEY IN EUROPE.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Hides, raw	Cwt.	812	6,069	8,703	8,170	9,026
Jute Manufactures		—	—	—	—	—
Rice	Cwt.	3	37,210	18,749	123,537	11,524
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
MALTA.	£	£	£	£	£
Imports therefrom :					
Miscellaneous Articles	926	738	694	847	1,775
Exports (Foreign and Indian) thereto :					
Miscellaneous Articles	3,249	3,912	3,162	5,138	2,342
NORWAY.					
Imports therefrom :					
Matches	23,148	23,023	22,525	26,176	22,727
Iron Nails, Screws, &c.	12,883	14,555	11,973	21,864	18,801
Other Articles	2,040	6,954	14,388	16,185	34,600
TOTAL	38,071	44,532	48,886	64,225	76,128
Exports (Indian) thereto :					
Miscellaneous Articles	84	779	140	1,400	2,932
PORTUGAL.					
Imports therefrom :					
Miscellaneous Articles	1,343	2,814	2,348	3,176	12,268
Exports of Indian Produce, &c.					
Miscellaneous Articles	800	3,533	3,449	10,757	9,463
ROUMANIA.					
Imports therefrom :					
Kerosene	0	0	0	0	76,362
Exports (Indian) thereto :					
Rice	0	14,176	44,097	41,778	38,283
Other Articles	0	0	0	0	14,052
TOTAL	0	14,176	44,097	41,778	52,335
RUSSIA.					
Imports therefrom :					
Mineral Oil	1,759,682	1,553,846	1,083,572	180,476	61,598
Other Articles	44,200	110,020	31,572	8,188	10,169
TOTAL	1,803,882	1,663,866	1,115,144	188,664	71,767
Exports of Foreign Merchandise :					
Miscellaneous Articles	3,543	8,876	14,910	10,376	7,559
Exports of Indian Produce, &c. :					
Cotton, Raw	61,639	289,876	12,430	15,520	26,613
Indigo	5,237	11,208	20,365	14,110	15,228
Jute, Raw	61,102	54,349	88,140	58,706	30,216
Rice	11,231	19,463	23,531	498	28,850
Tea	100,554	116,603	219,973	284,147	376,726
Other Articles	17,104	27,301	9,279	14,560	16,709
TOTAL	256,867	518,800	373,718	387,541	494,342
SPAIN.					
Imports therefrom :					
Miscellaneous Articles	12,587	18,831	39,235	71,825	63,464
Exports of Indian Produce, &c. :					
Cotton, Raw	191,638	576,817	297,128	278,746	278,008
Hides and Skins, Raw	106,237	147,390	160,535	200,439	312,975
Jute, Raw	83,638	120,336	165,891	253,716	431,450
Seeds	1,701	0	7,805	31,155	14,047
Wheat	0	0	147,864	258,139	16,880
Other Articles	431	1,688	501	1,232	1,744
TOTAL	383,645	846,231	779,724	1,023,427	1,055,104
SWEDEN.					
Imports therefrom :					
Iron and Steel	19,658	27,955	20,475	20,703	42,911
Matches	27,120	43,124	38,385	78,198	83,594
Other Articles	5,453	11,725	8,988	16,390	22,087
TOTAL	52,231	82,804	67,848	115,291	148,592
Exports (Foreign and Indian) thereto :					
Cotton Raw	17,520	33,791	7,705	34,964	49,157
Rice	18,436	28,209	108,389	24,882	43,371
Wheat	0	0	21,057	54,448	58,171
Other Articles	3,236	8,530	3,738	5,856	1,945
TOTAL	39,192	70,530	140,889	120,150	152,644
TURKEY IN EUROPE.					
Imports therefrom :					
Miscellaneous Articles	2,532	2,096	2 608	3,695	4,495
Exports (Foreign and Indian) thereto :					
Hides, Raw	2,361	16,987	24,994	21,218	24,151
Jute Manufactures	62,662	51,839	36,084	46,113	66,868
Rice	1	10,430	4,620	35,369	3,837
Other Articles	25,636	42,031	48,157	15,147	33,901
TOTAL	90,660	121,287	113,855	117,847	128,757

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
ABYSSINIA (INCLUDING ERYTHREA).						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Cotton Manufactures		—	—	—	—	—
Grain and Pulse (chiefly Jawar and Bajra)	Cwt.	60,163	67,566	424,720	255,223	72,517
Other Articles		—	—	—	—	—
BRITISH EAST AFRICA. (ZANZIBAR, PEMBA, AND MOMBASSA.)						
Imports therefrom:						
Ivory, Unmanufactured	Lb.	77,578	54,488	57,649	62,638	46,216
Spices (mainly Cloves)	„	6,857,013	6,269,783	6,372 962	7,375,041	4,598,885
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Cotton Manufactures		—	—	—	—	—
Grain and Pulse:						
Rice	Cwt.	501,199	453,856	561,911	438,141	482,634
Other Sorts (chiefly Wheat Flour)	„	126,572	88,395	25,827	104,997	106,869
Other Articles		—	—	—	—	—
GERMAN EAST AFRICA.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Cotton Manufactures		—	—	—	—	—
Grain and Pulse	Cwt.	9,042	23,680	18,976	135,688	157,054
Other Articles		—	—	—	—	—
SOMALILAND (BRITISH AND FOREIGN).						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Grain and Pulse (chiefly Rice)	Cwt.	134,583	166,785	164,803	148,407	98,107
Provisions		—	—	—	—	—
Other Articles		—	—	—	—	—
EGYPT.						
Imports therefrom:						
Cotton, Raw	Cwt.	8,938	3,315	7,627	7,825	6,260
Salt	Tons	36,490	30,888	29,130	17,561	20,692
Silk Yarn, Noils and Warps	Lb.	*	*	*	89,400	7,200
Sugar	Cwt.	98,575	373,974	329,351	132,786	56
Tobacco, Cigarettes	Lb.	58,831	54,271	54,888	50,072	57,375
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Cotton Manufactures		—	—	—	—	—
„ Twist and Yarn	Lb.	401,700	1,741,040	1,524,012	836,800	1,564,710
Hides, Raw	Cwt.	31,783	258	65	540	7,563
Indigo	„	16,114	15,375	11,516	9,702	9,195
Jute, Gunny Bags	No.	9,126,700	9,925,236	9,729,850	12,780,957	12,623,675
Provisions	Cwt.	14,902	12,492	23,364	25,563	14,297
Rice	„	15,869,897	674,905	549,919	1,317,932	1,667,274
Seeds	„	268,207	54,257	183,999	165,708	276,892
Wheat	„	2,345,784	185,716	262,464	54,256	20,048
Wood		—	—	—	—	—
Other Articles		—	—	—	—	—
MADAGASCAR.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto:						
Miscellaneous Articles		—	—	—	—	—

* Not enumerated till April, 1905.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
ABYSSINIA (INCLUDING ERYTHREA).	£	£	£	£	£
Imports therefrom :					
Miscellaneous Articles	2,584	2,453	8,652	10,396	1,266
Exports of Foreign Merchandise :					
Miscellaneous Articles	4,214	4,719	8,107	5,987	3,892
Exports of Indian Produce, &c. :					
Cotton Manufactures	21,638	30,927	58,599	33,316	16,553
Grain and Pulse (chiefly Jawar and Bajra)	17,041	18,101	114,534	73,391	22,523
Other Articles	6,153	7,279	14,291	14,163	12,259
TOTAL	44,832	56,307	187,424	120,870	51,335
BRITISH EAST AFRICA. (ZANZIBAR, PEMBA, AND MOMBASSA.)					
Imports therefrom :					
Ivory, Unmanufactured	27,853	20,984	20,357	20,950	15,730
Spices (mainly Cloves)	99,913	108,358	124,508	144,127	105,432
Other Articles	26,126	20,799	18,483	14,430	19,878
TOTAL	153,892	150,141	163,348	179,507	141,040
Exports of Foreign Merchandise :					
Cotton Manufactures	53,424	53,233	65,802	50,592	48,937
Other Articles	37,903	38,620	47,928	52,139	46,573
TOTAL	91,327	91,853	113,730	102,731	95,510
Exports of Indian Produce, &c. :					
Cotton Manufactures	62,428	72,026	90,524	82,852	74,459
Grain and Pulse :					
Rice	138,379	143,328	165,576	140,317	174,488
Other Sorts (chiefly Wheat flour)	48,552	33,019	45,326	40,025	43,263
Other Articles	83,703	83,791	80,294	64,551	76,717
TOTAL	333,062	332,164	381,720	327,745	368,927
GERMAN EAST AFRICA.					
Imports therefrom :					
Miscellaneous Articles	1,373	453	214	1,211	1,186
Exports of Foreign Merchandise :					
Cotton Manufactures	15,627	16,424	18,745	27,245	34,100
Other Articles	1,267	1,975	2,319	5,160	8,384
TOTAL	16,894	18,399	21,064	32,405	42,484
Exports of Indian Produce, &c. :					
Cotton Manufactures	19,098	17,164	23,608	33,768	42,307
Grain and Pulse	3,442	8,310	6,932	48,723	65,542
Other Articles	2,211	2,982	2,640	7,581	12,914
TOTAL	24,751	28,456	33,170	90,072	120,763
SOMALILAND (BRITISH AND FOREIGN).					
Imports therefrom :					
Miscellaneous Articles	138	2,672	1,236	514	6,980
Exports of Foreign Merchandise :					
Miscellaneous Articles	3,169	5,124	1,898	2,886	3,526
Exports of Indian Produce, &c. :					
Grain and Pulse (chiefly Rice)	47,250	63,463	59,798	52,153	41,028
Provisions	735	17	2,103	22,672	1,843
Other Articles	3,749	8,656	1,771	14,030	4,316
TOTAL	51,034	72,136	63,672	88,855	47,187
EGYPT.					
Imports therefrom :					
Cotton, Raw	24,092	13,346	26,346	23,709	21,651
Salt	33,075	28,029	26,437	15,703	19,655
Silk Yarn, Noils and Warps	*	*	*	24,328	2,855
Sugar	65,286	258,002	263,135	104,691	52
Tobacco, Cigarettes	25,007	22,343	23,362	20,913	23,852
Other Articles	55,208	65,340	66,165	39,622	36,712
TOTAL	202,668	387,060	405,445	228,966	104,777
Exports of Foreign Merchandise :					
Miscellaneous Articles	13,176	12,400	17,335	14,611	19,276
Exports of Indian Produce, &c. :					
Cotton Manufactures	17,336	13,268	16,514	25,740	34,230
,, Twist and Yarn	9,681	42,758	40,979	22,533	38,783
Hides, Raw	79,156	632	156	1,211	23,998
Indigo	197,388	170,727	121,067	117,503	114,225
Jute, Gunny Bags	245,398	240,924	274,857	329,059	329,251
Provisions	10,632	4,850	24,160	27,483	12,140
Rice	3,601,758	198,167	137,372	356,467	527,218
Seeds	156,991	27,008	57,252	36,443	98,887
Wheat	676,140	53,901	75,153	17,614	6,019
Wood	8,532	3,734	3,700	5,964	5,594
Other Articles	128,120	102,533	117,156	121,312	126,475
TOTAL	5,131,132†	858,502	868,366	1,061,329	1,316,820
MADAGASCAR.					
Imports therefrom :					
Miscellaneous Articles	912	912	681	1,543	813
Exports (Foreign and Indian) thereto :					
Miscellaneous Articles	14,404	14,630	16,119	15,285	16,634

* Not enumerated till April, 1905.
† See Explanatory Note, page 2.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
MAURITIUS (INCLUDING SEYCHELLES).						
Imports therefrom :						
Sugar	Cwt.	2,366,182	2,883,117	2,171,673	2,307,394	2,797,227
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Grain and Pulse :						
Rice	Cwt.	1,204,371	1,273,230	1,193,250	1,207,419	1,195,696
Wheat-flour	„	112,387	142,456	176,901	91,761	103,108
Other sorts	„	260,675	256,488	280,774	230,559	215,784
Jute Manufactures		—	—	—	—	—
Oils, Vegetable	Gals.	391,783	400,604	464,738	398,838	286,058
Provisions		—	—	—	—	—
Other Articles		—	—	—	—	—
RÉUNION.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Rice	Cwt.	405,620	412,741	180,298	163,771	58,813
Other Articles		—	—	—	—	—
PORTUGUESE EAST AFRICA.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton Manufactures		—	—	—	—	—
Grain and Pulse	Cwt.	125,801	643,894	183,472	217,839	187,948
Jute, Gunny Bags	No.	391,550	234,382	478,900	254,415	1,528,541
Other Articles		—	—	—	—	—
NATAL.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Rice	Cwt.	422,687	417,385	410,535	339,642	329,822
Jute, Gunny Bags	No.	4,030,225	2,526,250	3,666,350	3,900,500	3,689,930
Oils, Vegetable	Gals.	513,076	494,147	344,696	363,549	334,998
Provisions		—	—	—	—	—
Other Articles		—	—	—	—	—
CAPE COLONY.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Jute, Gunny Bags	No.	5,702,600	2,719,390	3,796,600	3,624,800	3,827,350
Rice	Cwt.	200,833	157,445	233,550	226,852	251,953
Other Articles		—	—	—	—	—
CANADA.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Jute, Gunny Cloth	Yards	3,432,000	210,000	1,332,800	3,740,800	3,757,000
Tea	Lb.	5,554,309	8,575,760	12,607,076	15,018,713	14,514,783
Other Articles		—	—	—	—	—
UNITED STATES.						
Imports therefrom :						
Clocks and Watches	No.	56,758	58,698	84,663	61,718	83,143
Cotton Piece Goods	Yards	8,104,381	6,260,325	4,153,247	10,458,714	7,940,703
Hardware and Cutlery		—	—	—	—	—
Instruments, Apparatus, &c.		—	—	—	—	—
Iron and Steel	Cwt.	47,679	100,656	286,854	137,039	143,033
Liquors	Gals.	13,896	9,786	11,435	10,669	11,937
Machinery and Millwork		—	—	—	—	—
Oils, Mineral	Gals.	13,425,470	11,915,190	11,322,880	28,124,816	35,534,675
Tobacco	Lb.	495,148	529,969	732,671	1,481,895	1,461,820
Wood		—	—	—	—	—
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
MAURITIUS (INCLUDING SEYCHELLES).	£	£	£	£	£
Imports therefrom :					
Sugar	1,325,180	1,728,738	1,310,589	1,367,619	1,432,843
Other Articles	8,660	5,840	14,787	18,184	12,212
TOTAL	1,333,840	1,734,578	1,325,376	1,385,803	1,445,055
Exports of Foreign Merchandise :					
Cotton Manufactures	21,958	39,133	33,015	23,260	28,748
Other Articles	15,061	29,217	16,601	11,500	11,816
TOTAL	37,019	68,350	49,616	34,760	40,564
Exports of Indian Produce, &c. :					
Grain and Pulse :					
Rice	411,912	416,112	392,840	439,561	499,943
Wheat-flour	50,228	62,472	76,566	41,575	45,764
Other sorts	79,650	79,118	85,640	70,296	69,355
Jute Manufactures	26,498	57,985	38,546	41,745	67,539
Oils, Vegetable	37,957	35,901	39,211	37,692	31,306
Provisions	20,404	21,175	20,466	21,108	16,299
Other Articles	89,814	96,622	102,040	101,081	102,534
TOTAL	716,463	769,385	755,309	753,058	832,740
RÉUNION.					
Imports therefrom :					
Miscellaneous Articles	60	4,624	15,406	22,809	57,778
Exports of Indian Produce, &c. :					
Rice	109,269	119,830	53,497	54,281	21,067
Other Articles	11,036	9,689	4,366	6,435	522
TOTAL	120,305	129,519	57,863	60,716	21,589
PORTUGUESE EAST AFRICA.					
Imports therefrom :					
Miscellaneous Articles	7,299	5,910	6,012	5,771	5,606
Exports of Foreign Merchandise :					
Cotton Manufactures	47,327	66,544	38,197	48,814	41,044
Other Articles	25,188	41,646	25,488	16,464	16,063
TOTAL	72,515	108,190	63,685	65,278	57,107
Exports of Indian Produce, &c. :					
Cotton Manufactures	88,338	72,359	40,290	62,470	53,729
Grain and Pulse	40,488	175,495	59,033	71,093	71,500
Jute, Gunny Bags	5,762	3,914	9,366	3,911	31,246
Other Articles	32,734	31,384	23,166	28,731	49,120
TOTAL	167,322	283,152	131,855	166,205	205,595
NATAL.					
Imports therefrom :					
Miscellaneous Articles	3,039	5,982	16,344	5,027	3,653
Exports of Foreign Merchandise :					
Miscellaneous Articles	33,546	25,137	24,997	21,708	12,580
Exports of Indian Produce, &c. :					
Rice	171,589	164,495	159,892	136,897	162,347
Jute, Gunny Bags	54,339	36,561	59,324	71,515	71,143
Oils, Vegetable	43,379	33,111	23,675	31,283	35,426
Provisions	41,175	32,000	36,957	36,157	29,720
Other Articles	143,739	102,421	79 820	85,796	59,780
TOTAL	454,221	368,588	359,668	361,648	358,416
CAPE COLONY.					
Imports therefrom :					
Miscellaneous Articles	1,858	1,761	11,568	1,150	1,420
Exports (Foreign and Indian) thereto :					
Jute, Gunny Bags	151,706	56,383	68,039	86,933	103,816
Rice	86,011	67,155	80,023	81,865	94,197
Other Articles	107,513	92,004	71,702	43,480	55,548
TOTAL	345,230	215,542	219,764	212,278	253,561
CANADA.					
Imports therefrom :					
Miscellaneous Articles	0	8,887	425	11	1,656
Exports (Foreign and Indian) thereto :					
Jute, Gunny Cloth	21,004	1,133	7,872	23,148	33,140
Tea	146,672	236,645	365,274	447,387	440,094
Other Articles	3,443	25,364	12,843	36,123	45,219
	171,119	263,142	385,989	506,658	518,453
UNITED STATES.					
Imports therefrom :					
Clocks and Watches	16,042	17,208	21,936	17,296	24,502
Cotton Piece Goods	99,130	85,712	66,219	169,676	128,491
Hardware and Cutlery	30,314	48,645	55,196	54,365	71,787
Instruments, Apparatus, &c.	16,844	14,927	20,402	23,241	56,349
Iron and Steel	42,375	66,566	137,637	71,210	81,551
Liquors	12,528	15,464	17,747	21,533	22,030
Machinery and Millwork	27,094	47,490	47,202	45,064	68,307
Oils, Mineral	428,732	402,354	422,366	805,021	997,976
Tobacco	33,650	34,063	44,976	98,967	86,845
Wood	6,578	8,703	10,316	25,302	2,489
Other Articles	95,374	111,342	146,497	163,368	157,710
TOTAL	808,661	852,474	990,494	1,495,043	1,698,037

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
UNITED STATES—*cont.*						
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.						
Caoutchouc, Raw	Cwt.	365	478	1,217	1,887	608
Chemicals: Saltpetre	,,	113,171	122,773	102,090	104,696	105,034
Indigo	,,	6,619	8,494	4,334	1,530	1,258
Hides and Skins:						
Raw	,,	283,793	268,861	375,049	529,867	466,999
Dressed or Tanned	,,	20,871	21,396	25,956	29,116	41,131
Jute: Raw	,,	1,767,987	1,975,253	1,928,622	2,011,951	2,058,570
,, Gunny Bags	No.	13,580,500	7,816,300	11,339,300	10,882,100	25,785,400
,, ,, Cloth	Yards	353,813,300	365,481,700	352,048,890	419,531,400	479,387,950
Lac (chiefly Shell)	Cwt.	82,021	76,153	87,179	128,358	129,357
Manganese Ore	,,	859,000	717,200	1,287,500	1,936,700	2,786,400
Mica	,,	3,331	3,429	1,003	4,963	8,605
Oils, Vegetable (chiefly cocoanut)	Gals.	775,855	1,105,920	534,287	345,425	281,970
Spices	Lb.	2,206,587	3,047,292	2,547,828	5,299,624	1,994,841
Tea	,,	2,671,942	1,528,047	2,236,839	2,174,593	1,739,208
Wool, Raw	,,	225,856	252,504	2,225,391	1,203,203	1,578,903
Woollen Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
SANDWICH ISLANDS.						
Exports of Indian Produce, &c. thereto:						
Jute, Gunny Bags	No.	3,474,500	4,076,600	2,472,800	3,386,900	5,228,200
WEST INDIES, BRITISH AND FOREIGN.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto:						
Rice	Cwt.	226,734	172,320	224,078	278,504	113,309
Jute, Gunny Bags	No.	6,969,350	10,492,100	8,225,510	11,929,150	10,660,451
Linseed	Cwt.	21,001	20,460	21,100	47,480	0
Other Articles		—	—	—	—	—
BRITISH GUIANA.						
Exports (Foreign and Indian) thereto:						
Rice	Cwt.	162,335	126,461	221,994	82,557	12,489
Linseed	,,	0	39,636	25,008	50,240	21,386
Other Articles		—	—	—	—	—
BRAZIL.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Rice	Cwt.	974,002	698,260	1,039,377	384,838	232,397
Other Articles		—	—	—	—	—
ARGENTINE REPUBLIC.						
Exports of Indian Produce, &c.:						
Jute, Gunny Cloth	Yds.	76,233,000	131,380,600	154,986,500	141,544,300	97,166,100
,, Other Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
CHILE.						
Exports of Indian Produce, &c.:						
Jute, Gunny Bags	No.	16,416,300	18,790,100	28,040,850	31,615,950	22,890,500
Rice	Cwt.	84,379	73,346	147,722	238,973	173,414
Other Articles		—	—	—	—	—
PERU.						
Exports of Indian Produce, &c.:						
Jute Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
URUGUAY.						
Exports of Indian Produce, &c.:						
Jute Manufactures, Gunny Cloth	Yards	3,590,000	7,713,000	7,206,000	6,400,000	3,574,400
Other Articles		—	—	—	—	—
ADEN.						
Imports therefrom:						
Gums and Resins	Cwt.	11,239	20,766	22,382	23,404	23,708
Jewellery and Plate		—	—	—	—	—
Salt	Tons	57,097	54,083	60,745	95,677	59,718
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
UNITED STATES—*cont.*	£	£	£	£	£
Exports of Foreign Merchandise:					
Miscellaneous Articles	21,989	17,591	13,741	14,174	18,555
Exports of Indian Produce, &c.:					
Caoutchouc, Raw	2,865	5,482	15,788	30,087	13,352
Chemicals: Saltpetre	76,627	82,629	69,130	79,818	79,146
Indigo	89,899	96,172	50,614	20,392	18,609
Hides and Skins:					
Raw	1,630,364	1,592,532	1,972,361	2,883,064	2,602,526
Dressed or Tanned	184,848	174,548	212,444	233,387	331,837
Jute: Raw	731,502	910,110	887,457	1,328,794	1,852,032
„ Gunny Bags	122,576	75,136	106,683	108,043	321,799
„ „ Cloth	1,970,636	2,046,131	2,013,256	2,519,363	3,596,561
Lac (chiefly Shell)	445,678	604,457	724,637	996,828	1,117,917
Manganese Ore	35,867	35,860	56,710	91,107	125,133
Mica	16,010	12,504	8,151	32,964	50,288
Oils, Vegetable (chiefly Cocoanut)	73,501	103,857	50,901	35,121	27,646
Spices	37,568	54,461	33,998	82,970	32,282
Tea	52,622	41,551	56,298	49,701	40,596
Wool, Raw	5,723	6,880	55,044	30,097	37,198
Woollen Manufactures	46,738	36,754	26,502	26,938	26,932
Other Articles	145,021	141,013	133,980	123,456	141,881
TOTAL	5,668,045	6,020,077	6,473,954	8,672,130	10,415,735
SANDWICH ISLANDS.					
Exports of Indian Produce, &c., thereto:					
Jute, Gunny Bags	35,124	43,340	26,268	38,732	78,089
Other Articles	67	34	15	1	0
TOTAL	35,191	43,374	26,283	38,733	78,089
WEST INDIES, BRITISH AND FOREIGN.					
Imports therefrom:					
Miscellaneous Articles	6,016	187	348	383	427
Exports (Foreign and Indian) thereto:					
Rice	81,764	58,788	79,457	103,873	56,105
Jute: Gunny Bags	118,468	190,596	160,172	274,821	275,813
Linseed	13,343	8,370	7,673	22,167	0
Other Articles	8,176	8,308	6,550	11,097	9,660
TOTAL	221,751	266,062	253,852	411,958	341,578
BRITISH GUIANA.					
Exports (Foreign and Indian) thereto:					
Rice	59,808	43,920	70,981	26,377	5,853
Linseed	0	17,293	8,502	24,029	10,694
Other Articles	18,585	18,291	18,529	14,901	21,410
BRAZIL. TOTAL	78,393	79,504	98,012	65,307	37,957
Imports therefrom:					
Miscellaneous Articles	251	57	5	70	0
Exports of Indian Produce, &c.:					
Rice	261,175	209,059	273,453	110,128	63,851
Other Articles	0	3	0	8,266	4,863
TOTAL	261,175	209,062	273,453	118,394	68,714
ARGENTINE REPUBLIC.					
Exports of Indian Produce, &c.:					
Jute: Gunny Cloth	483,905	814,947	938,604	967,579	853,365
„ Other Manufactures	4,318	24,265	15,483	32,654	32,235
Other Articles	9,693	4,067	26,497	27,583	52,561
CHILE. TOTAL	497,916	843,279	980,584	1,027,816	938,161
Exports of Indian Produce, &c.:					
Jute, Gunny Bags	161,823	190,278	315,970	428,502	323,834
Rice	21,718	21,973	38,920	63,707	53,189
Other Articles	2,505	933	3,676	5,055	7,302
PERU. TOTAL	186,046	213,184	358,566	497,264	384,325
Exports of Indian Produce, &c.:					
Jute Manufactures	26,638	39,541	45,493	47,660	91,019
Other Articles	0	0	0	1	7
URUGUAY. TOTAL	26,638	39,541	45,493	47,661	91,026
Exports of Indian Produce, &c.:					
Jute Manufactures, Gunny Cloth	23,256	50,245	47,320	44,293	33,472
Other Articles	976	1,061	930	1,178	2,976
ADEN. TOTAL	24,232	51,306	48,250	45,471	36,448
Imports therefrom:					
Gums and Resins	12,237	21,162	21,992	21,599	24,402
Jewellery and Plate	15,933	24,229	15,068	30,041	33,297
Salt	52,518	49,894	57,510	89,156	54,828
Other Articles	76,812	56,455	88,008	73,830	53,791
TOTAL	157,500	151,740	182,578	214,626	166,318
Exports of Foreign Merchandise:					
Cotton Manufactures	56,859	58,829	55,963	69,908	71,367
Other Articles	42,413	38,545	38,579	48,140	41,485
TOTAL	99,272	97,374	94,542	118,048	112,852

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
ADEN—*cont.*						
Exports of Indian Produce, &c.:						
Cotton: Twist and Yarn	Lb.	2,068,403	1,718,180	1,285,032	1,438,112	1,848,810
,, Manufactures		—	—	—	—	—
Grain and Pulse:						
Jawar and Bajra	Cwt.	166,690	823,199	1,123,570	713,112	324,643
Rice	,,	331,699	531,494	344,263	355,848	392,273
Wheat Flour	,,	150,109	238,990	223,376	243,282	191,304
Spices	Lb.	2,981,076	4,404,383	3,002,422	3,489,467	2,043,867
Tobacco	,,	6,783,389	6,995,590	5,113,979	5,404,959	5,396,608
Other Articles		—	—	—	—	—
ARABIA.						
Imports therefrom:						
Gums and Resins	Cwt.	16,396	30,729	21,608	25,281	16,043
Precious Stones and Pearls (unset)		—	—	—	—	—
Provisions (mainly Dates)		—	—	—	—	—
Salt	Tons	52,801	48,495	64,350	72,239	35,158
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Sugar	Cwt.	28,487	21,405	13,520	58,460	41,587
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Cotton Manufactures		—	—	—	—	—
,, Twist and Yarn	Lb.	642,050	695,626	648,535	818,458	657,820
Grain and Pulse:						
Jawar and Bajra	Cwt.	137,470	314,455	687,439	548,625	195,912
Rice	,,	1,233,686	1,000,821	1,197,733	1,003,257	649,548
Wheat flour	,,	135,955	155,846	269,669	258,758	218,560
Other sorts	,,	190,370	58,047	204,552	92,269	56,512
Spices	Lb.	635,076	1,361,795	992,828	1,384,551	757,456
Other Articles		—	—	—	—	—
BAHREIN ISLANDS.						
Imports therefrom:						
Precious Stones and Pearls (unset)		*	—	*	—	—
Other Articles		*	—	*	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		*	*	—	—	—
Other Articles		*	*	—	—	—
Exports of Indian Produce, &c.:						
Rice	Cwt.	*	*	210,905	207,825	120,366
Other Articles		*	*	—	—	—
CEYLON.						
Imports therefrom:						
Cocoanut Oil	Gals.	765,290	238,098	276,648	447,951	941,233
Hides and Skins, raw, dressed, and tanned	Cwt.	7,632	8,017	8,320	8,137	9,591
Jewellery and Plate		—	—	—	—	—
Jute, Gunny Bags	No.	3,799,391	4,026,533	3,696 415	3,687,987	4,242,920
Liquors	Gals.	90,121	95,644	85,285	74,549	62,560
Metals	Cwt.	29,171	41,431	13,836	13,122	12,730
Spices (chiefly Betelnuts)	Lb.	10,094,995	13,623,040	15,392,926	14,410,622	18,531,185
Tea	,,	780,078	433,365	1,612,608	1,741,838	812 869
Wood		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
		—	—	—	—	—
Exports of Indian Produce, &c.:						
Animals, Living	No.	291,088	287,587	256,661	208,208	258,604
Coal and Coke	Tons	274,473	257,251	374,754	381,051	404,149
Coffee	Cwt.	19,117	17,856	22,907	18,552	18,577
Cotton Manufactures		—	—	—	—	—
Drugs, Medicines and Narcotics		—	—	—	—	—
Fodder, Bran, and Cattle Food	Cwt.	489,401	564,520	668,671	472,813	398,166
Fruits and Vegetables, fresh		—	—	—	—	—
Grain and Pulse:						
Rice	Cwt.	5,359,108	5,779,467	6,176,291	6,802,557	6,782,709
Pulse	,,	91,891	107,036	180,948	123,603	175,212
Wheat flour	Lb.	12,750,692	12,032,535	12,667,250	11,770,728	113,202
Other sorts	Cwt.	55,007	63,679	62,428	60,731	77,005
Jute Manufactures		—	—	—	—	—
Manures	Tons	5,963	8,055	11,076	19,460	29,174
Provisions (mainly Fish)		—	—	—	—	—
Seeds	Cwt.	92,488	125,291	100,780	79,897	88,635
Spices	Lb.	6,454,097	8,482,168	7,604,268	6,776,867	8,721,515
Tea	,,	169,693	868,919	1,292,591	2,101,127	4,818,284
Wood (chiefly Teak)		—	—	—	—	—
Other Articles		—	—	—	—	—

* Not enumerated till 1st April, 1904.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
ADEN.—*cont.*	£	£	£	£	£
Exports of Indian Produce, &c.:					
Cotton, Twist and Yarn	47,941	44,205	34,544	41,304	55,347
Cotton Manufactures	104,614	148,326	102,079	122,983	140,838
Grain and Pulse:					
Jawar and Bajra	43,176	205,581	279,936	193,324	84,929
Rice	112,646	193,955	124,541	131,211	169,479
Wheat Flour	71,093	113,282	103,532	115,972	97,204
Spices	48,696	62,669	39,570	38,166	28,444
Tobacco	57,020	58,191	42,683	45,011	44,555
Other Articles	125,179	175,810	135,201	150,631	125,624
TOTAL	610,365	1,002,019	862,086	838,602	746,420
ARABIA.					
Imports therefrom:					
Gums and Resins	13,447	24,961	18,118	21,281	12,943
Precious Stones and Pearls (unset)	250,663	269,955	266,577	413,205	167,693
Provisions (mainly Dates)	95,655	105,016	104,497	99,773	142,827
Salt	47,534	43,915	58,176	65,559	31,905
Other Articles	30,942	38,391	24,140	30,240	25,530
TOTAL	438,241	482,238	471,508	630,058	380,898
Exports of Foreign Merchandise:					
Cotton Manufactures	137,886	187,340	185,472	265,300	188,070
Sugar	19,460	14,640	9,717	42,493	24,684
Other Articles	69,866	71,865	101,629	92,650	78,394
TOTAL	227,212	273,845	296,818	400,443	291,148
Exports of Indian Produce, &c.:					
Cotton Manufactures	28,069	37,316	32,768	49,808	33,036
„ Twist and Yarn	17,180	19,795	20,505	27,057	22,763
Grain and Pulse:					
Jawar and Bajra	33,061	73,826	169,022	147,782	51,507
Rice	437,813	373,135	443,862	382,323	292,816
Wheat-flour	59,080	62,116	119,222	122,137	104,966
Other sorts	67,685	20,656	66,074	32,276	21,647
Spices	15,141	23,216	17,841	24,541	14,493
Other Articles	83,592	95,253	120,027	134,351	103,532
TOTAL	741,621	705,313	989,321	920,275	644,760
BAHREIN ISLANDS.					
Imports therefrom:					
Precious Stones and Pearls (unset)	*	*	0	0	325,780
Other Articles	*	*	0	0	8,262
TOTAL	*	*	0	0	334,042
Exports of Foreign Merchandise:					
Cotton Manufactures	*	*	0	0	47,394
Other Articles	*	*	0	0	24,517
TOTAL	*	*	0	0	71,911
Exports of Indian Produce, &c.:					
Rice	*	*	76,855	85,859	53,921
Other Articles	*	*	3,741	13,436	40,354
CEYLON. TOTAL	*	*	80,596	99,295	94,275
Imports therefrom:					
Cocoanut Oil	84,838	21,451	29,867	49,771	117,241
Hides and Skins, raw, dressed and tanned	20,331	20,522	21,383	22,656	26,358
Jewellery and Plate	768	848	4,027	14,148	5,205
Jute, Gunny Bags	33,814	38,382	36,826	40,251	47,510
Liquors	14,677	17,049	16,819	14,717	12,750
Metals	71,005	88,342	19,367	4,767	10,267
Spices (chiefly Betelnuts)	93,777	113,762	129,117	120,907	168,937
Tea	20,808	12,002	40,461	42,791	20,815
Wood	10,660	12,184	13,092	15,177	18,378
Other Articles	123,822	145,376	104,242	122,116	138,851
TOTAL	474,500	469,918	415,201	447,301	566,312
Exports of Foreign Merchandise:					
Cotton Manufactures	37,820	41,067	48,240	38,955	28,060
Other Articles	47,042	43,313	56,449	65,800	57,480
	84,862	84,380	104,689	104,755	85,540
Exports of Indian Produce, &c.:					
Animals, Living	93,499	93,097	86,201	82,664	79,831
Coal and Coke	170,624	133,378	193,887	199,660	213,281
Coffee	41,292	37,372	54,407	43,626	45,052
Cotton Manufactures	189,093	181,356	207,188	239,670	201,260
Drugs, Medicines, and Narcotics	19,944	22,639	24,551	22,420	26,884
Fodder, Bran, and Cattle Food	103,947	109,703	126,605	98,435	87,724
Fruits and Vegetables, fresh	56,752	40,664	43,437	54,026	57,955
Grain and Pulse:					
Rice	1,737,356	1,811,185	1,911,439	2,291,928	2,669,130
Pulse	28,049	34,000	57,023	40,638	61,856
Wheat-flour	51,155	47,497	51,216	50,525	53,371
Other sorts	14,175	18,127	17,148	17,763	23,038
Jute Manufactures	19,588	27,428	22,182	24,324	32,954
Manures	15,888	20,172	41,364	49,544	102,986
Provisions (mainly Fish)	121,270	129,895	142,613	126,947	126,463
Seeds	40,186	55,454	44,193	45,405	52,429
Spices	40,718	61,457	63,227	64,682	75,383
Tea	4,480	26,132	45,085	68,506	146,464
Wood (chiefly Teak)	44,037	62,480	34,549	22,934	18,038
Other Articles	145,330	141,560	137,096	146,365	180,518
TOTAL	2,937,383	3,053,594	3,303,411	3,690,112	4,254,617

* Not enumerated till 1st April, 1904.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
CHINA—HONGKONG.						
Imports therefrom :						
Copper	Cwt.	45,861	23,050	7,255	1,524	534
Drugs, Medicines, and Narcotics		—	—	—	—	—
Fireworks		—	—	—	—	—
Grain and Pulse	Cwt.	178,058	51,387	7,556	43,682	33,405
Hemp, raw	„	7,801	11,419	11,077	9,260	14,815
Silk :						
Raw	Lb.	743,816	773,234	959,334	794,203	614,208
Manufactures		—	—	—	—	—
Sugar, refined	Cwt.	568,452	348,898	284,912	130,275	51,079
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Provisions		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Chemicals (chiefly Saltpetre)	Cwt.	102,306	80,708	85,519	103,449	83,417
Coal	Tons	0	0	0	126,064	100,711
Cotton :						
Raw	Cwt.	144,707	131,200	157,368	172,286	117,336
Twist and Yarn	Lb.	109,725,227	119,738,220	97,632,104	142,624,652	83,023,510
Drugs and Medicines		—	—	—	—	—
Grain and Pulse :						
Rice	Cwt.	308,532	499,587	291,795	65,460	91,005
Other sorts	„	34,780	62,589	338,255	43,817	24,904
Jadestone	„	1,650	1,540	2,540	1,780	1,864
Jute Manufactures		—	—	—	—	—
Oils		—	—	—	—	—
Opium	Cwt.	50,139	52,554	53,942	54,337	57,692
Seeds	„	2,824	7,963	60,881	101,872	78,633
Tea	Lb.	1,141,631	1,211,679	1,201,087	1,367,127	1,400,760
Other Articles		—	—	—	—	—
CHINA—TREATY PORTS.						
Imports therefrom :						
Drugs, Medicines, and Narcotics		—	—	—	—	—
Glass and Glassware (mainly Bangles)		—	—	—	—	—
Silk :						
Raw	Lb.	555,612	481,553	505,067	562,709	435,359
Manufactures		—	—	—	—	—
Tea	Lb.	2,111,442	2,141,847	1,229,703	1,306,935	1,028,096
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce :						
Cotton :						
Raw	Cwt.	51,097	33,457	13,846	12,400	48,714
Twist and Yarn	Lb.	122,687,681	116,223,660	131,475,225	139,471,240	140,402,088
Piece Goods	Yds.	2,594,993	1,035,760	10,018,528	11,384,743	976,746
Grain and Pulse	Cwt.	351,222	63,222	80,725	24,307	227,951
Jute Manufactures		—	—	—	—	—
Oil, Mineral	Gals.	0	0	1,314,429	412,040	0
Opium	Cwt.	19,017	22,689	18,097	13,029	13,752
Tea	Lb.	379,366	5,701,712	611,982	1,709,223	3,418,915
Other Articles		—	—	—	—	—
FRENCH INDO-CHINA.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Cotton, raw	Cwt.	22,901	28,807	2,454	7,385	12,171
Jute Manufactures		—	—	—	—	—
Opium	Cwt.	1,907	3,299	1,026	733	851
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
CHINA—HONGKONG	£	£	£	£	£
Imports therefrom :					
Copper	130,952	65,618	22,993	5,873	2,586
Drugs, Medicines and Narcotics	39,952	28,339	40,723	51,458	70,337
Fireworks	15,035	24,852	33,289	22,867	35,156
Grain and Pulse	61,696	18,156	2,360	15,915	12,913
Hemp, raw	16,078	21,148	21,572	20,876	30,260
Silk :					
Raw	128,821	170,368	218,280	194,617	138,529
Manufactures	106,539	91,186	93,421	109,430	106,935
Sugar, refined	379,820	228,418	208,482	106,292	36,945
Other Articles	123,659	174,748	179,873	152,112	128,148
TOTAL	1,002,552	822,833	820,993	679,440	561,809
Exports of Foreign Merchandise :					
Provisions	42,717	65,008	58,144	62,629	63,968
Other Articles	36,928	48,070	77,508	44,821	53,652
TOTAL	79,645	113,078	135,652	107,450	117,620
Exports of Indian Produce, &c. :					
Chemicals (chiefly Saltpetre)	83,543	64,045	61,750	78,707	72,279
Coal	0	0	0	63,116	52,712
Cotton :					
Raw	237,992	241,099	321,925	323,408	221,731
Twist and Yarn	2,483,517	2,756,372	2,572,903	3,881,408	2,364,410
Drugs and Medicines	23,061	21,605	15,852	22,733	20,283
Grain and Pulse :					
Rice	70,197	120,861	48,326	11,010	24,420
Other sorts	9,338	18,047	80,125	13,558	8,895
Jadestone	19,460	34,569	38,670	49,614	33,353
Jute Manufactures	374,988	244,439	210,965	352,882	411,482
Oils	2,296	5,451	56,389	40,336	5,413
Opium	2,753,815	3,576,431	4,036,436	3,775,826	3,771,409
Seeds	1,824	3,133	26,409	45,402	36,209
Tea	26,462	30,443	30,190	36,937	35,550
Other Articles	118,637	115,030	102,706	141,412	191,427
TOTAL	6,205,130	7,231,525	7,602,646	8,836,349	7,249,573
CHINA—TREATY PORTS.					
Imports therefrom :					
Drugs, Medicines, and Narcotics	19,885	25,025	25,367	34,667	38,100
Glass and Glassware (mainly Bangles)	36,902	37,931	27,563	24,968	29,090
Silk :					
Raw	163,757	156,607	182,010	218,169	161,931
Manufactures	136,610	147,029	138,236	143,662	119,569
Tea	84,745	90,869	58,918	55,295	56,661
Other Articles	21,524	37,687	28,989	26,890	28,572
TOTAL	463,423	495,148	461,083	503,651	433,923
Exports of Foreign Merchandise :					
Miscellaneous Articles	10,671	10,163	47,513	9,946	8,468
Exports of Indian Produce :					
Cotton :					
Raw	90,279	72,310	28,253	22,631	98,255
Twist and Yarn	2,821,411	2,712,165	3,418,454	3,903,492	3,967,907
Piece Goods	22,072	10,068	101,628	114,934	9,202
Grain and Pulse	83,234	14,849	24,882	6,437	74,457
Jute Manufactures	69,222	111,134	194,356	116,232	58,372
Oil, Mineral	0	0	41,240	13,734	0
Opium	1,263,635	1,610,296	1,504,604	1,130,372	1,031,065
Tea	6,201	136,739	9,177	36,163	55,456
Other Articles	10,703	17,452	29,102	30,073	23,825
TOTAL	4,366,757	4,685,013	5,351,696	5,374,068	5,318,539
FRENCH INDO-CHINA.					
Imports therefrom :					
Miscellaneous Articles	117	340	23	25	4,530
Exports (Foreign and Indian) thereto :					
Cotton, Raw	40,348	59,418	5,281	15,354	26,356
Jute Manufactures	1,733	24,121	90,861	107,936	129,431
Opium	98,620	212,247	76,333	50,345	52,673
Other Articles	2,570	254	1,058	4,240	6,524
TOTAL	143,271	296,040	173,533	177,875	214,984

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
JAPAN.						
Imports therefrom :						
Apparel		—	—	—	—	—
Camphor	Lb.	557,660	671,220	856,130	387,621	426,007
Coal	Tons	6,773	16,424	55,443	27,862	4,505
Cotton Hosiery		—	—	—	—	—
Matches		—	—	—	—	—
Metals	Cwt.	7,795	25,218	5,491	3,076	3,799
Silk Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton, Raw	Cwt.	1,721,777	1,680,475	1,950,905	2,230,989	1,728,958
Grain and Pulse :						
Rice	..	4,080,969	7,029,236	9,277,239	6,593,531	2,663,060
Other Sorts	,,	1,470	358,760	312,028	153,839	80,860
Indigo	,,	9,946	4,355	168	242	1,600
Jute, Raw	,,	6,732	11,937	33,084	38,098	32,417
Manures*	Tons	0	0	214	7,253	11,749
Wool, Raw	Lb.	39,760	248,136	1,439,469	749,541	416,780
Other Articles		—	—	—	—	—
JAVA.						
Imports therefrom :						
Sugar	Cwt.	573,666	1,335,548	2,098,550	1,929,269	4,135,237
Teak	Cu. Tons	0	482	3,915	5,103	6,180
Other Articles (mainly Tea)		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Fodder, Bran, and Cattle Food	Cwt.	92,549	117,861	227,401	75,983	3,505
Oilcake Manure	Tons	†	†	†	2,711	13,566
Opium	Cwt.	1,041	960	1,100	1,128	1,364
Rice	,,	566,898	547,375	399,170	1,894,194	386,335
Jute, Gunny Bags	No.	892,600	1,694,000	3,869,500	2,729,000	2,220,722
Other Articles		—	—	—	—	—
MALDIVE ISLANDS.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto :						
Miscellaneous Articles		—	—	—	—	—
MEKRAN AND SONMIANI.						
Imports therefrom :						
Provisions		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Grain and Pulse	Cwt.	86,369	55,433	66,234	36,454	34,014
Other Articles		—	—	—	—	—
PERSIA.						
Imports therefrom :						
Cotton, Raw	Cwt.	8,032	2,849	6,119	7,621	7,789
Drugs and Medicines		—	—	—	—	—
Hides and Skins, Raw	Cwt.	18,195	9,138	7,073	12,595	12,036
Horses	No.	2,405	449	431	206	416
Precious Stones and Pearls (unset)		—	—	—	—	—
Provisions (chiefly fruits)		—	—	—	—	—
Wool, Raw	Lb.	1,177,260	1,031,433	1,493,076	2,032,508	1,489,098
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Cotton Twist and Yarn	Lb.	1,025,050	755,206	1,047,734	655,470	614,406
Cotton Manufactures		—	—	—	—	—
Metals	Cwt.	16,901	36,396	12,751	11,913	12,609
Sugar	,,	34,591	8,160	18,391	66,153	43,433
Tea	Lb.	1,230,940	525,958	510,825	364,150	207,550
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton Twist and Yarn	Lb.	1,441,194	1,874,964	2,244,340	1,444,074	2,237,636
Cotton Manufactures		—	—	—	—	—
Indigo	Cwt.	3,074	3,701	3,798	1,676	2,422
Grain and Pulse :						
Rice	,,	262,050	106,894	139,193	71,340	70,630
Wheat and other Sorts	,,	232,524	79,150	50,884	8,329	18,352
Tea	Lb.	3,254,035	2,171,252	3,136,396	1,102,283	928,820
Other Articles		—	—	—	—	—

* Including Oilcake Manure from September, 1905.
† Not enumerated till September, 1905.

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
	£	£	£	£	£
JAPAN.					
Imports therefrom:					
Apparel	29,281	31,672	42,265	43,970	49,546
Camphor	46,662	56,159	83,456	55,036	94,128
Coal	6,174	16,269	56,057	25,414	3,707
Cotton Hosiery	7,292	41,200	84,828	112,188	153,541
Matches	90,579	82,054	62,270	79,527	96,718
Metals	21,793	77,440	19,177	12,146	17,716
Silk Manufactures	288,811	445,237	336,904	398,733	493,404
Other Articles	82,469	104,946	97,312	129,230	164 641
TOTAL	573,061	854,977	782,269	856,244	1,073,401
Exports of Foreign Merchandise:					
Miscellaneous Articles	7,044	12,471	18,623	16,426	11,598
Exports of Indian Produce, &c.:					
Cotton, Raw	2,650,185	3,456,491	3,921,987	4,577,711	3,704,935
Grain and Pulse: Rice	1,084,104	1,975,231	2,347,596	1,825,539	804,308
Other sorts	114	86,878	57,098	36,907	16,537
Indigo	121,346	52,416	1,847	3,167	19,522
Jute, Raw	4,171	6,866	18,692	28,923	36,612
Manures*	0	0	856	30,419	45,279
Wool, Raw	1,327	9,296	54,576	30,660	16,345
Other Articles	28,545	39,080	75,463	84,611	86,426
TOTAL	3,889,792	5,626,258	6,478,115	6,617,937	4,729,964
JAVA.					
Imports therefrom:					
Sugar	314,098	782,690	1,311,662	1,163,144	1,872,859
Teak	0	3,188	22,304	30,677	37,375
Other Articles (mainly Tea)	14,410	16,276	11,052	13,715	26,037
TOTAL	328,508	802,154	1,345,018	1,207,536	1,936,271
Exports of Foreign Merchandise:					
Miscellaneous Articles	1,458	600	1,067	1,712	1,852
Exports of Indian Produce, &c.:					
Fodder, Bran, and Cattle Food	20,258	26,384	47,057	16,712	862
Oilcake Manure	†	†	†	13,415	67,980
Opium	53,798	63,402	78,383	70,960	87,117
Rice	140,539	137,993	94,024	501,585	118,683
Jute, Gunny Bags	14,771	35,111	61,925	54,470	50,976
Other Articles	7,773	14,629	19,238	20,393	25,258
TOTAL	237,139	277,519	300,627	677,535	350,876
MALDIVE ISLANDS.					
Imports therefrom:					
Miscellaneous Articles	1,959	4,780	4,655	6,301	7,407
Exports (Foreign and Indian) thereto:					
Miscellaneous Articles	7,182	14,061	16,239	15,231	13,412
MEKRAN AND SONMIANI.					
Imports therefrom:					
Provisions	15,161	16,738	16,824	21,528	21,414
Other Articles	31,165	15,849	18,756	21,321	20,342
TOTAL	46,326	32,587	35,580	42,849	41,756
Exports of Foreign Merchandise:					
Miscellaneous Articles	12,441	17,312	18,332	24,357	34,712
Exports of Indian Produce, &c.:					
Grain and Pulse	21,440	14,443	16,830	10,794	10,645
Other Articles	10,545	14,547	16,690	17,287	16,225
TOTAL	31,985	28,990	33,520	28,081	26,870
PERSIA.					
Imports therefrom:					
Cotton, Raw	13,412	5,342	11,634	13,886	14,735
Drugs and Medicines	14,038	36,920	22,833	16,368	19 045
Hides and Skins, Raw	47,525	22,367	17,556	34,143	43,917
Horses	47,253	8,933	8,640	4,207	10,247
Precious Stones and Pearls (unset)	130,657	72,167	34,601	41,408	35,192
Provisions (chiefly Fruits)	103,163	79,736	128,871	92,013	112,289
Wool, Raw	22,375	19,405	31,114	39,925	32,034
Other Articles	48,834	46,770	38,799	46,366	50,315
TOTAL	432,257	291,640	294,048	288,316	317,774
Exports of Foreign Merchandise:					
Cotton Twist and Yarn	37,388	28,561	47,404	28,488	27,597
Cotton Manufactures	179,928	229,430	215,824	243,019	208,192
Metals	26,774	60,382	17,150	15,906	26,322
Sugar	23,758	5,539	13,360	47,781	26,207
Tea	54,634	27,804	24,651	18,160	8,983
Other Articles	59,869	69,539	53,252	55,623	62,057
TOTAL	382,351	421,255	371,641	408,977	359,358
Exports of Indian Produce, &c.:					
Cotton Twist and Yarn	37,964	53,796	75,359	46,819	79,399
Cotton Manufactures	13,207	15,797	19,569	20,388	24,870
Indigo	32,088	45,193	46,260	19,410	28,665
Grain and Pulse:					
Rice	91,790	39,147	49,937	27,318	30,022
Wheat and other sorts	72,599	24,462	15,391	3,387	6,529
Tea	100,593	68,892	89,146	30,272	25,348
Other Articles	74,149	67,091	49,548	68,794	62,983
TOTAL	422,390	314,378	345,210	216,388	257,816

* Including Oilcake Manure from September 1905.
† Not enumerated till September 1905.

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*continued.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
PHILIPPINE ISLANDS.						
Imports therefrom:						
Miscellaneous Articles		—	—	—	—	—
Exports (Foreign and Indian) thereto:						
Cotton Piece Goods (Indian)	Yards	3,234,132	3,552,631	5,514,461	5,505,024	5,222,334
Rice	Cwt.	389,844	861,315	31,024	149,080	0
Other Articles		—	—	—	—	—
SIAM.						
Imports therefrom:						
Teak	Cubic Tons	32,052	33,175	42,929	61,657	55,281
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, etc.:						
Cotton Piece Goods	Yards	640,537	1,418,168	1,385,326	2,584,717	3,011,939
Drugs, Medicines, and Narcotics		—	—	—	—	—
Jute, Gunny Bags	No.	779,600	1,852,500	2,937,400	4,989,200	3,040,600
Other Articles		—	—	—	—	—
STRAITS SETTLEMENTS.						
Imports therefrom:						
Apparel		—	—	—	—	—
Canes and Rattans	Cwt.	31,737	31,909	35,040	33,547	35,965
Cotton Manufactures		—	—	—	—	—
Drugs, Medicines, and Narcotics		—	—	—	—	—
Dyeing and Tanning Materials (chiefly Gambier)		—	—	—	—	—
Fruits and Vegetables (chiefly Cocoanuts)		—	—	—	—	—
Gums and Resins (chiefly Benjamin)	Cwt.	15,000	14,994	16,806	17,497	17,153
Matches		—	—	—	—	—
Metals: Tin	Cwt.	25,793	37,568	36,280	18,246	17,488
Oil, Mineral	Gals.	562,100	3,785,768	12,024,063	11,382,564	6,282,550
Provisions (chiefly Fish)		—	—	—	—	—
Silk, Raw	Lb.	314,788	261,633	340,129	180,747	220,118
„ Manufactures		—	—	—	—	—
Spices: Betelnuts	Lb.	76,289,825	71,904,487	88,915,205	90,593,912	100,756,052
„ Other	„	2,331,694	1,501,361	1,947,830	1,786,982	1,927,664
Sugar	Cwt.	208,285	230,242	211,884	152,589	43,884
Wood		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise:						
Cotton Manufactures		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c.:						
Animals, Living	No.	36,683	40,081	40,542	44,828	56,122
Coal	Tons	89,592	142,256	143,729	235,429	293,788
Cotton:						
Raw	Cwt.	946	853	473	819	1
Twist and Yarn	Lb.	6,570,642	4,571,632	6,869,124	6,490,200	5,776,185
Manufactures		—	—	—	—	—
Fodder, &c.		—	—	—	—	—
Hides and Skins:						
Raw and Dressed	Cwt.	10,104	5,493	7,655	14,526	8,928
Jute Manufactures		—	—	—	—	—
Oil, Mineral	Gals.	13,352	734,498	1,793,798	493,831	6,959
Opium	Cwt.	21,593	20,719	17,966	18,139	18,989
Provisions		—	—	—	—	—
Rice	Cwt.	9,333,272	7,326,886	5,415,145	5,030,844	4,067,027
Seeds	„	40,883	49,784	69,032	65,197	207,624
Tobacco	Lb.	4,120,651	2,443,127	2,492,364	2,156,469	9,961,963
Other Articles		—	—	—	—	—

TRADE WITH PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*continued.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
PHILIPPINE ISLANDS.	£	£	£	£	£
Imports therefrom:					
Miscellaneous Articles	9,999	6,388	8,545	22,777	13,031
Exports (Foreign and Indian) thereto:					
Cotton Piece Goods (Indian)	38,867	39,612	60,741	62,689	65,288
Rice	107,128	273,597	8,889	40,130	0
Other Articles	6,373	16,138	19,062	40,065	58,040
TOTAL	152,368	329,347	88,692	142,884	123,328
SIAM.					
Imports therefrom:					
Teak	166,217	195,256	259,990	354,395	366,199
Other Articles	1,465	2,472	4,796	8,805	10,328
TOTAL	167,682	197,728	264,786	363,200	376,527
Exports of Foreign Merchandise:					
Miscellaneous Articles	12,740	24,238	22,032	25,216	34,446
Exports of Indian Produce, etc.:					
Cotton Piece Goods	8,932	14,420	15,074	29,311	34,805
Drugs, Medicines, and Narcotics	775	94,056	58,919	47,811	31,545
Jute, Gunny Bags	10,675	28,201	48,460	86,157	60,347
Other Articles	13,436	18,122	26,981	36,797	43,596
TOTAL	33,818	154,799	149,434	200,076	170,293
STRAITS SETTLEMENTS.					
Imports therefrom:					
Apparel	25,630	24,927	25,355	19,780	20,272
Canes and Rattans	21,550	19,255	20,427	21,169	24,488
Cotton Manufactures	27,727	37,174	45,529	19,321	38,778
Drugs, Medicines and Narcotics	66,904	83,670	53,435	32,013	34,280
Dyeing and Tanning Materials (chiefly Gambier)	38,342	42,070	44,430	39,398	43,610
Fruits and Vegetables (chiefly Cocoanuts)	27,425	30,349	34,187	31,554	27,227
Gums and Resins (chiefly Benjamin)	26,586	27,073	31,766	29,517	29,872
Matches	67,454	75,575	70,333	68,229	77,865
Metals: Tin	156,774	242,552	242,339	139,681	171,143
Oil, Mineral	11,563	94,392	239,139	191,920	112,286
Provisions (chiefly Fish)	279,160	221,447	258,006	276,988	277,307
Silk, Raw	63,892	63,486	79,189	49,713	55,742
„ Manufactures	22,618	8,810	124,717	4,790	6,820
Spices: Betelnuts	298,177	247,112	361,253	401,495	609,572
„ Other	54,994	48,555	56,104	51,617	54,928
Sugar	120,985	139,901	139,290	95,458	23,146
Wood	22,304	27,622	27,336	55,129	31,767
Other Articles	217,504	204,798	166,194	173,392	206,623
TOTAL	1,549,589	1,638,768	2,019,029	1,701,164	1,845,726
Exports of Foreign Merchandise:					
Cotton Manufactures	99,985	86,992	71,844	36,535	36,357
Other Articles	56,572	51,114	62,070	59,028	55,147
TOTAL	156,557	138,106	133,914	95,563	91,504
Exports of Indian Produce, &c.:					
Animals, Living	40,573	46,441	36,621	42,753	61,172
Coal	50,783	71,752	76,177	124,744	154,598
Cotton:					
Raw	1,351	1,495	738	1,201	1
Twist and Yarn	163,846	123,695	212,684	204,434	183,842
Manufactures	251,398	295,004	249,841	283,812	269,880
Fodder, &c.	123,109	129,995	104,228	92,782	103,760
Hides and Skins:					
Raw and Dressed	41,223	25,006	41,235	58,954	43,754
Jute Manufactures	479,710	259,122	308,778	367,295	473,851
Oil, Mineral	1,010	25,802	61,217	18,363	3,165
Opium	1,114,266	1,365,743	1,262,834	1,163,529	1,150,506
Provisions	71,313	81,242	81,858	92,644	98,603
Rice	2,354,855	2,043,225	1,379,120	1,372,975	1,255,463
Seeds	20,734	28,121	32,740	43,337	101,457
Tobacco	44,095	38,341	40,536	43,348	95,373
Other Articles	267,004	269,585	278,470	289,620	357,236
TOTAL	5,025,270	4,804,569	4,167,077	4,199,791	4,352,661

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; QUANTITIES—*concluded.*

ARTICLES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7
SUMATRA.						
Imports therefrom :						
Mineral Oil	Gals.	728,565	1,348,658	5,944,445	5,503,985	11,945,978
Other Articles		—	—	—	—	—
Exports of Foreign and Indian Produce, &c. :						
Coal	Tons.	14,655	13,975	30,802	35,227	70,648
Rice	Cwt.	0	0	40,078	140,385	122,678
Other Articles		—	—	—	—	—
TURKEY IN ASIA (LEVANT AND BLACK SEA PORTS).						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton Twist and Yarn	Lb.	1,179,576	2,161,270	2,341,105	876,200	2,896,340
Hides and Skins	Cwt.	1,729	18,199	9,967	17,269	19,700
Indigo	,,	5,585	2,916	1,777	2,329	1,891
Jute Manufactures		—	—	—	—	—
Rice, not in the husk	Cwt.	13	601,126	881,528	288,995	624
Tea	Lb.	2,079,202	1,652,123	2,499,747	2,164,416	1,672,369
Other Articles		—	—	—	—	—
TURKEY IN ASIA (PERSIAN GULF PORTS).						
Imports therefrom :						
Grain and Pulse	Cwt.	26,096	42,134	43,681	128,171	319,873
Horses	No.	133	3,553	3,086	1,574	1,405
Provisions (chiefly Dates)		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Cotton Manufactures		—	—	—	—	—
Sugar, refined	Cwt.	4,916	4,076	6,544	34,274	15,644
Other Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Cotton Goods, Twist and Yarn	Lb.	2,137,460	2,150,468	1,556,900	2,328,000	2,420,280
,, ,, Manufactures		—	—	—	—	—
Indigo	Cwt.	1,161	1,558	1,613	652	1,562
Jute, Gunny Bags	No.	1,044,350	1,479,600	1,059,850	1,797,900	1,457,580
Rice, not in the husk	Cwt.	66,208	39,081	46,827	49,047	135,020
Spices	Lb.	1,390,722	1,184,909	464,010	905,124	802,166
Tea	,,	1,193,674	1,177,659	1,509,632	1,378,759	1,428,493
Other Articles		—	—	—	—	—
AUSTRALIA.						
Imports therefrom :						
Horses	No.	6,899	8,659	10,274	8,997	7,374
Copper	Cwt.	10,001	14,459	29,440	15,520	1
Railway Materials		—	—	—	—	—
Wheat	Cwt.	0	0	0	395,696	111
Wood		—	—	—	—	—
Other Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Candles	Lb.	212,000	645,000	345,305	1,903,075	762,365
Coffee	Cwt.	4,765	4,572	7,058	8,021	5,635
Jute Manufactures : Gunny Bags	No.	23,839,905	32,303,400	24,490,200	33,943,315	37,002,300
,, ,, Gunny Cloth	Yds.	9,364,000	9,844,950	13,273,700	12,692,900	12,040,310
Oils, Vegetable (chiefly Castor and Linseed)	Gals.	526,058	453,599	478,172	362,433	398,588
Rice	Cwt.	80,615	168,867	74,793	213,590	294,555
Tea	Lb.	4,568,459	6,402,335	5,892,539	7,146,243	8,962,762
Other Articles		—	—	—	—	—
NEW ZEALAND.						
Imports therefrom :						
Miscellaneous Articles		—	—	—	—	—
Exports of Foreign Merchandise :						
Miscellaneous Articles		—	—	—	—	—
Exports of Indian Produce, &c. :						
Jute Manufactures		—	—	—	—	—
Manures	Tons	10,851	6,925	8,804	8,521	8,476
Oils, Vegetable (chiefly Castor and Linseed)	Gals.	187,875	179,444	125,427	150,647	156,903
Other Articles		—	—	—	—	—

TRADE with PRINCIPAL COUNTRIES, distinguishing PRINCIPAL ARTICLES; VALUES—*concluded.*

ARTICLES.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
SUMATRA.	£	£	£	£	£
Imports therefrom :					
Mineral Oil	8,455	30,803	124,839	110,058	251,822
Other Articles	10	275	1,426	136	439
TOTAL	8,465	31,078	126,265	110,194	252,261
Exports (Foreign and Indian) thereto :					
Coal	6,839	7,103	16 427	18,788	39,346
Rice	0	0	9,975	37,926	39,829
Other Articles	1,181	2,058	2,288	1,988	14,179
TOTAL	8,020	9,161	28,690	58,702	93,354
TURKEY IN ASIA (LEVANT AND BLACK SEA PORTS).					
Imports therefrom :					
Miscellaneous Articles	1,388	2,233	2,416	7,836	9,071
Exports of Foreign Merchandise :					
Miscellaneous Articles	323	1,545	3,765	2,545	3,840
Exports of Indian Produce, &c. :					
Cotton Twist and Yarn	23,823	48,064	59,692	22,851	72,887
Hides and Skins	4,349	44,739	22,646	34,546	46,196
Indigo	34,156	44,762	24,758	34,753	28,396
Jute Manufactures	76,341	72,183	55,915	53,647	80,575
Rice, not in the husk	10	166,127	221,060	79,142	238
Tea	52,642	45,181	66,876	54,073	41,502
Other Articles	4,456	4,184	8,083	8,479	9,425
TOTAL	195,777	425,240	459,030	287,491	279,219
TURKEY IN ASIA (PERSIAN GULF PORTS).					
Imports therefrom :					
Grain and Pulse	8,063	12,398	13,121	43,435	111,278
Horses	2,773	71,780	59,400	33,153	34,039
Provisions (chiefly Dates)	96,217	153,056	158,898	202,582	170,286
Other Articles	15,545	12,062	11,406	17,964	14,101
TOTAL	122,598	249,296	242,825	297,134	329,704
Exports of Foreign Merchandise :					
Cotton Manufactures	32,507	40,895	38,169	35,349	35,327
Sugar, refined	3,596	2,973	4,730	25,810	9,504
Other Articles	46,671	77,146	48,228	59,743	63,985
TOTAL	82,774	121,014	91,127	120,902	108,816
Exports of Indian Produce, &c. :					
Cotton Goods, Twist and Yarn	48,355	50,054	39,244	63,784	69,289
" " Manufactures	23,141	34,518	64,871	55,685	76,227
Indigo	16,749	20,438	9,619	8,792	20,388
Jute, Gunny Bags	17,749	25,280	18,716	35,659	33,785
Rice, not in the husk	20,062	14,332	17,293	17,916	47,322
Spices	29,712	25,029	9,071	18,471	18,771
Tea	34,539	35,672	43,044	33,519	34,356
Other Articles	79,719	51,824	64,832	78,505	82,207
TOTAL	270,026	257,147	266,690	312,331	382,345
AUSTRALIA.					
Imports therefrom :					
Horses	200,213	251,019	282,187	251,383	231,087
Copper	40,004	55,080	112,081	56,915	2
Railway Materials	15,947	30,459	76,765	74,515	88,046
Wheat	0	0	0	128,897	27
Wood	4,537	621	20,136	24,498	36,824
Other Articles	56,762	71,816	50,432	70,664	111,640
TOTAL	317,463	408,995	541,601	606,872	467,626
Exports of Foreign Merchandise :					
Miscellaneous Articles	2,998	13,606	7,162	4,801	3,428
Exports of Indian Produce, &c. :					
Candles	4,145	12,622	6,752	35,292	14,195
Coffee	19,566	17,363	26,281	27,428	18,051
Jute Manufactures : Gunny Bags	364,970	572,710	493,232	800,840	900,717
" " Gunny Cloth	66,734	72,751	100,473	101,469	124,572
Oils, Vegetable (chiefly Castor and Linseed)	56,396	42,916	35,235	34,059	41,750
Rice	21,147	45,503	17,531	56,145	92,183
Tea	109,100	156,523	147,729	176,927	209,180
Other Articles	89,376	79,624	86,128	114,225	186,972
NEW ZEALAND. TOTAL	731,434	1,000,012	913,361	1,346,385	1,587,620
Imports therefrom :					
Miscellaneous Articles	3,804	795	3,998	7,863	5,507
Exports of Foreign Merchandise :					
Miscellaneous Articles	803	312	409	158	772
Exports of Indian Produce, &c. :					
Jute Manufactures	123,412	164,947	131,422	152,648	169,370
Manures	40,927	7,356	36,362	34,773	40,792
Oils, Vegetable (chiefly Castor and Linseed	21,596	22,815	12,043	14,849	16,855
Other Articles	41,067	43,886	34,293	46,333	37,328
TOTAL	227,002	259,004	214,120	248,803	264,345

IMPORTS of TREASURE from DIFFERENT COUNTRIES.

COUNTRIES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
GOLD:		£	£	£	£	£
UNITED KINGDOM		2,208,958	3,424,633	4,044,836	4,016,079	5,436,659
BRITISH POSSESSIONS:						
Malta		0	0	0	49	0
Aden	*Private*	52,084	29,905	23,695	140,646	94,611
	Government	30,475	11,130	2	4,001	41,733
Ceylon		1,164,711	401,125	1,753	28,817	60,200
China, Hong Kong		488,935	507,615	738,633	555,994	527,616
Straits Settlements		91,726	49,933	55,197	10,081	623,894
British East Africa		1,237	3,992	7,644	2,812	975
Cape Colony		0	200,000	250,000	14,000	265,000
Mauritius		50	0	0	0	0
Natal		200,000	215,975	105,350	21,571	451,279
Australia		3,942,996	8,119,110	7,561,404	4,208,918	4,289,142
	Private	5,941,739	9,527,655	8,743,676	4,982,888	6,312,717
	Government	30,475	11,130	2	4,001	41,733
FOREIGN COUNTRIES						
Austria-Hungary		534	180	2,067	6,338	2,952
France		42,760	51,114	21,164	11,418	26,040
Italy		7,533	0	0	0	0
Arabia		247,200	164,937	361,124	391,475	326,163
China, Treaty Ports		0	0	49	0	800
Japan		21	2,502	2,000	340	0
Persia		2,662	0	972	205	301
Turkey in Asia		6,728	2,555	6,250	13,866	16,113
Abyssinia		0	0	0	0	200
Egypt		304,750	245,599	1,355,820	404,778	191,876
Portuguese East Africa		871	1,195	2,729	750	0
United States		1	413	443	0	0
Other Countries		680	0	186	511	33
	Private	613,740	468,495	1,752,804	829,681	564,478
	Government	0	0	0	0	0
TOTAL VALUE	*Private*	8,764,437	13,420,783	14,541,316	9,828,648	12,313,854
	Government	30,475	11,130	2	4,001	41,733
,, QUANTITY - Oz.		2,187,384	3,330,466	3,605,016	2,396,419	3,019,161
SILVER:						
UNITED KINGDOM	*Private*	5,969,256	4,474,020	4,130,932	2,761,836	4,290,541
	Government	40,358	4,194,037	4,276,959	6,737,187	10,188,648
BRITISH POSSESSIONS:						
Malta		26	0	23	32	0
Aden	*Private*	2,495	180,969	153,932	43,327	3,168
	Government	11,252	15,269	6,681	7,882	2,182
Bahrein Islands		0	0	0	0	50,189
Ceylon	*Private*	121,970	187,475	349,129	167,713	203,498
	Government	0	0	0	0	21,477
China, Hong Kong	*Private*	437,751	94,391	161,301	69,101	176,596
	Government	0	0	0	105,590	698,893
Straits Settlements	*Private*	44,960	1,900,369	1,588,913	21,480	1,891
	Government	0	135,583	0	0	0
British East Africa		2,394	42,361	21,717	1,277	14,150
Mauritius		116,833	97,933	74,113	1,200	44,100
Natal		0	0	0	0	142
Somaliland		13	90	0	0	0
Australia	*Private*	420,148	462,521	376,964	413,450	445,986
	Government	0	0	0	0	4,691
New Zealand		0	0	0	0	22,556
	Private	1,146,590	2,966,109	2,726,091	717,580	962,276
	Government	11,252	150,852	6,681	113,472	727,243
FOREIGN COUNTRIES:						
Austria-Hungary		51	0	33	112	344
Belgium		0	0	5,352	0	0
France		2	27	35,030	0	20,992
Arabia	*Private*	91,405	151,143	203,529	126,175	143,741
	Government	0	0	0	111	14,914
China, Treaty Ports	*Private*	425,377	210,020	211,827	157,971	110,439
	Government	0	11,250	0	297,356	598,879
Japan		469	155	0	123	0
Mekran and Sonmiani		2,308	1,037	660	0	17
Persia	*Private*	36,459	34,323	98,448	171,036	103,316
	Government	0	21,295	36,321	1,023	14,467
Turkey in Asia	*Private*	24,846	23,685	53,016	168,520	186,432
	Government	0	0	467	0	0
Abyssinia		0	0	1,377	0	0
Egypt		48,510	1,021	946	388	657
United States		327,308	13,115	9,706	14,585	0
Other Countries		134	70	90	552	1,381
	Private	956,869	434,596	620,014	639,462	567,319
	Government	0	32,545	36,788	298,490	628,260
TOTAL VALUE	*Private*	8,072,715	7,874,725	7,477,037	4,118,878	5,820,136
	Government	51,610	4,377,434	4,320,428	7,149,149	11,544,151
,, QUANTITY - Oz.		75,569,185	104,324,765	98,118,908	88,853,079	125,878,008

IMPORTS of TREASURE from DIFFERENT COUNTRIES—*concluded.*

COUNTRIES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
TOTAL GOLD AND SILVER:		£	£	£	£	£
UNITED KINGDOM	*Private*	8,178,214	7,898,653	8,175,768	6,777,915	9,727,200
	Government	40,358	4,194,038	4,276,959	6,737,187	10,188,648
BRITISH POSSESSIONS:						
Malta		26	0	23	81	0
Aden	*Private*	54,579	210,874	177,627	183,973	97,779
	Government	41,727	26,398	6,683	11,883	43,915
Bahrein Island		0	0	0	0	50,189
Ceylon	*Private*	1,286,681	588,600	350,882	196,530	263,698
	Government	0	0	0	0	21,477
China, Hong Kong	*Private*	926,686	602,006	899,934	625,095	704,212
	Government	0	0	0	105,590	698,893
Straits Settlements	*Private*	136,686	1,950,302	1,644,110	31,561	625,785
	Government	0	135,583	0	0	0
British East Africa		3,631	46,353	29,361	4,089	15,125
Cape Colony		0	200,000	250,000	14,000	265,000
Mauritius		116,883	97,933	74,113	1,200	44,100
Natal		200,000	215,975	105,350	21,571	451,421
Somaliland		13	90	0	0	0
Australia	*Private*	4,363,144	8,581,681	7,938,367	4,622,368	4,735,128
	Government	0	0	0	0	4,691
New Zealand		0	0	0	0	22,556
	Private	7,088,329	12,493,764	11,469,767	5,700,468	7,274,993
	Government	41,727	161,981	6,683	117,473	768,976
FOREIGN COUNTRIES:						
Austria-Hungary		585	180	2,100	6,450	3,296
Belgium		0	0	5,352	0	16
France		42,762	51,141	56,194	11,418	47,032
Italy		7,533	0	0	546	0
Arabia	*Private*	338,605	316,080	564,653	517,650	469,904
	Government	0	0	0	111	14,914
China, Treaty Ports	*Private*	425,377	210,020	211,876	157,971	111,239
	Government	0	11,250	0	297,356	598,879
Japan		490	2,657	2,000	463	0
Mekran and Sonmiani		2,308	1,037	660	0	26
Persia	*Private*	39,121	34,323	99,420	171,241	103,617
	Government	0	21,295	36,321	1,023	14,467
Turkey in Asia	*Private*	31,574	26,240	59,266	182,386	202,545
	Government	0	0	467	0	0
Abyssinia		0	0	1,377	0	200
Egypt		353,260	246,620	1,356,765	405,166	192,533
Portuguese East Africa		871	1,195	2,811	750	0
United States		327,308	13,528	10,149	14,585	0
Other Countries		815	70	195	517	1,389
	Private	1,570,609	903,091	2,372,818	1,469,143	1,131,797
	Government	0	32,545	36,788	298,490	628,260
GRAND TOTAL	*Private*	16,837,152	21,295,508	22,018,353	13,947,526	18,133,990
	Government	82,085	4,388,564	4,320,430	7,153,150	11,585,884

No. 19.

DESCRIPTION of TREASURE IMPORTED.

	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
	£	£	£	£	£
GOLD:					
Bullion	2,808,835	4,664,997	5,683,423	5,695,363	6,831,342
Coin: British	5,812,501	8,656,232	8,689,961	3,994,485	5,360,917
Other	173,576	110,684	167,935	142,800	163,329
SILVER:					
Bullion	7,741,507	9,494,230	9,575,823	8,271,487	13,324,584
Coin: Government of India Rupees	337,625	553,959	414,582	217,206	480,951
British Dollars and other Coin	45,193	2,203,970	1,807,059	2,779,335	3,558,751

Exports of Treasure to Different Countries.

COUNTRIES.		1902-3.	1903-4	1904-5.	1905-6.	1906-7.
GOLD:		£	£	£	£	£
United Kingdom	*Private*	2,066,676	2,336,360	2,334,691	2,363,066	2,013,062
	Government	500,273	4,261,028	5,600,002	6,000,000	0
British Possessions:						
Bahrein Islands		0	0	0	0	12,299
Ceylon		322,000	60,000	0	3,509	20,129
China, Hong Kong		29,000	45,000	5,000	65,000	54
Straits Settlements		15,672	71,600	105,000	81,920	117,841
Mauritius		1,100	7,900	1,000	0	0
Natal		784	278	0	0	0
Somaliland	*Government*	0	14,660	5,000	0	0
Other Possessions		2	0	0	0	0
	Private	368,558	184,778	111,000	150,420	150,323
	Government	0	14,660	5,000	0	0
Foreign Countries:						
Arabia		4,767	4,161	3,662	5,686	21,281
Japan		0	0	0	1,000,000	250,001
Java		1,000	0	0	0	10,000
Persia		1,853	3,809	2,776	5,153	3,525
Turkey in Asia		8,741	6,010	13,579	2,973	3,366
Other Countries		0	0	18	24	4
		16,361	13,980	20,035	1,013,836	288,177
Total, Value	*Private*	2,451,595	2,535,118	2,465,726	3,527,322	2,451,562
	Government	500,273	4,275,688	5,605,002	6,000,000	0
,, Quantity, Oz.		770,766	1,764,229	2,088,025	2,461,892	*642,010
SILVER:						
United Kingdom	*Private*	656	72,759	32	133	23,202
	Government	0	0	0	232	0
British Possessions:						
Aden	*Private*	20,000	11	0	8,030	7,145
	Government	33,307	0	0	2,667	0
Bahrein Islands		0	0	0	0	130,261
Ceylon	*Private*	356,600	162,166	389,374	147,546	454,058
	Government	0	20,000	0	0	0
China, Hong Kong		164,984	91,976	55,191	0	0
Maldives		0	0	0	217	0
Straits Settlements		2,497,983	1,648,681	2,039,838	47,067	55,671
British East Africa		50,549	86,874	113,260	53,600	70,157
Mauritius		149,936	134,616	67,877	48,264	67,437
Natal		854	0	388	0	0
Somaliland	*Private*	0	666	0	0	0
	Government	29,976	298,518	26,645	0	0
Australia		0	0	0	310	1
	Private	3,240,906	2,197,749	2,665,960	305,034	784,730
	Government	63,283	318,518	26,645	2,667	0
Foreign Countries:						
Arabia		79,577	186,687	157,689	387,361	415,397
China, Treaty Ports		47,044	307,442	0	9,265	0
Mekran and Sonmiani	*Private*	133	890	607	2,947	167
	Government	1,528	2,133	3,054	9,933	3,210
Persia	*Private*	29,743	120,762	75,058	41,150	58,413
	Government	0	0	0	467	87
Siam		16,688	13,067	27,000	26,133	72,933
Turkey in Asia	*Private*	121	2,757	260	267	1,667
	Government	0	0	133	200	200
German East Africa		6,667	0	0	0	1
Other Countries		211	310	77	226	600
	Private	180,184	631,915	260,691	467,349	549,178
	Government	1,528	2,133	3,187	10,600	3,497
Total Value	*Private*	3,421,746	2,829,664	2,926,651	772,516	1,357,110
	Government	64,811	320,651	29,832	13,499	3,497
,, Quantity, Oz.		32,294,876	25,142,629	23,769,313	4,535,314	*7,679,151

* Figures defective, the weight of certain postal parcels not being declared by Post Office.

No. 20—*concluded.*

EXPORTS of TREASURE to DIFFERENT COUNTRIES—*concluded.*

COUNTRIES.		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
TOTAL GOLD AND SILVER:		£	£	£	£	£
UNITED KINGDOM	*Private*	2,067,333	2,409,119	2,334,723	2,363,199	2,036,264
	Government	500,273	4,261,028	5,600,002	6,000,232	0
BRITISH POSSESSIONS:						
Aden	*Private*	20,000	11	0	8,030	7,145
	Government	33,307	0	0	2,667	0
Bahrein Islands		0	0	0	0	142,560
Ceylon	*Private*	678,600	222,166	389,373	151,046	474 187
	Government	0	20,000	0	0	0
China, Hong Kong		193,984	136,976	60,192	65,000	54
Straits Settlements		2,513,655	1,720 281	2,144,838	128,987	173,512
British East Africa		50,549	86,874	113,260	53,600	70,157
Maldives		0	0	0	217	0
Mauritius		151,036	142,516	68,877	48,264	67,437
Natal		1,638	278	388	0	0
Somaliland	*Private*	0	666	0	0	0
	Government	29,976	313,178	31,645	0	0
Other Possessions		2	0	0	310	1
	Private	3,609,464	2,309,768	2,776,928	455,454	935,053
	Government	63,283	333,178	31,645	2,667	0
FOREIGN COUNTRIES						
Arabia		84,344	190,848	161,351	393,047	436,678
China, Treaty Ports		47,044	307,142	0	9,265	0
Japan		0	0	0	1,000,000	250,001
Java		1,000	0	0	0	10,467
Mekran and Sonmiani	*Private*	133	890	607	2,947	167
	Government	1,528	2,133	3,054	9,933	3,210
Persia	*Private*	31,596	124,571	77,834	46,303	61,938
	Government	0	0	0	467	87
Siam		16,688	13,067	27,002	26,133	72,935
Turkey in Asia	*Private*	8,861	8,767	13,840	3,240	5,033
	Government	0	0	133	200	200
German East Africa		6,667	0	0	0	1
Other Countries		211	310	92	250	135
	Private	196,544	645,895	280,726	1,481,185	837,355
	Government	1,528	2,133	3,187	10,600	3,497
GRAND TOTAL	*Private*	5,873,341	5,364,782	5,392,377	4,299,838	3,808,672
	Government	565,084	4,596,339	5,634,834	6,013,499	3,497

No. 21.

DESCRIPTION of TREASURE EXPORTED.

	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
GOLD:	£	£	£	£	£
Bullion	2,170,823	2,439,982	2,334,704	2,407,500	2,012,222
Coin: British	765,835	4,357,749	5,717,666	7,106,139	410,017
Other	15,210	13,075	18,359	13,683	29,323
SILVER:					
Bullion	50,899	309,526	1,822	11,309	24,214
Government of India Rupees	771,682	946,806	818,876	738,761	1,332,811
British Dollars	2,652,624	432,075	55,191	227	515
Straits ,,	0	1,378,219	2,034,817	0	66
Other Coin	11,352	83,689	45,776	35,718	3,091

No. 22.

DISTRIBUTION of IMPORT and EXPORT TRADE in PRIVATE MERCHANDISE according to PRESIDENCY PROVINCE, distinguishing the PRINCIPAL PORTS.

COUNTRIES.	IMPORTS.					EXPORTS (Including Re-exports).				
	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
	£	£	£	£	£	£	£	£	£	£
BENGAL:										
Calcutta	21,773,290	22,328,358	25,568,368	27,733,707	28,003,970	34,691,389	38,168,157	40,883,307	44,946,302	52,319,828
Other Ports	697	102	41	0	0	192,449	236,560	199,046	219,154	282,569
TOTAL FOR BENGAL	21,773,987	22,328,460	25,568,409	27,733,707	28,003,970	34,883,838	38,404,717	41,082,353	45,165,456	52,602,397
EASTERN BENGAL AND ASSAM:										
Chittagong	111,932	101,836	175,528	200,529	252,666	1,019,443	1,569,257	1,812,965	1,917,900	2,601,503
TOTAL FOR EASTERN BENGAL AND ASSAM	111,932	101,836	175,528	200,529	252,666	1,019,443	1,569,257	1,812,965	1,917,900	2,601,503
BOMBAY AND SIND:										
Bombay	18,402,989	19,944,634	21,991,816	24,339,242	25,369,752	25,573,327	32,510,151	29,414,235	32,333,386	30,222,488
Karachi	3,458,702	3,650,389	5,135,718	5,808,581	6,279,123	5,328,720	8,843,261	11,978,467	7,636,227	10,534,789
Other Ports	4,949	5,307	4,073	7,024	4,772	6	4,305	1,323	1,694	558
TOTAL FOR BOMBAY AND SIND	21,866,640	23,600,330	27,131,607	30,154,847	31,653,647	30,902,053	41,357,717	41,394,025	39,971,307	40,757,835
MADRAS:										
Madras	4,059,878	4,076,895	4,677,344	4,230,162	5,090,096	3,139,174	3,411,948	3,378,141	3,838,099	4,456,738
Tuticorin	313,000	345,377	297,368	319,136	339,422	1,587,981	1,741,500	1,828,622	1,917,509	2,081,373
Negapatam	143,895	141,247	151,884	143,066	172,495	296,177	438,038	404,342	318,925	500,167
Cocanada	58,670	129,786	57,535	37,602	67,578	479,124	560,285	506,800	587,408	1,151,898
Tellicherry	7,748	6,601	9,199	11,866	8,915	360,761	612,211	532,982	653,141	367,253
Calicut	28,751	44,048	69,451	71,479	63,747	552,705	613,473	669,970	629,933	512,227
Cochin	48,844	81,113	103,598	89,926	85,548	663,927	822,699	727,361	734,683	721,548
Mangalore	12,740	20,493	39,021	112,096	26,315	379,475	321,959	425,346	556,246	355,975
Cuddalore	28,815	50,809	56,037	35,067	51,753	529,278	617,985	500,609	333,483	435,358
Other Ports	100,062	113,487	175,630	132,758	138,128	748,180	922,019	881,619	827,331	1,028,173
TOTAL FOR MADRAS	4,802,403	5,009,856	5,637,067	5,183,158	6,043,997	8,736,782	10,062,117	9,855,792	10,396,758	11,610,710
BURMA:										
Rangoon	3,871,556	5,374,767	5,812,554	5,346,933	6,075,825	7,733,285	8,425,452	8,567,654	8,684,790	8,085,822
Moulmein	72,529	101,236	90,407	68,169	69,854	1,270,133	898,844	964,581	701,716	1,059,175
Bassein	2,609	3,080	96	173	60,445	768,114	692,523	793,928	567,311	741,250
Akyab	4,632	7,401	10,420	13,090	27,867	499,176	496,420	463,351	330,545	166,573
Other Ports	18,984	21,896	26,104	22,107	16,784	64,085	66,008	74,914	76,239	85,677
TOTAL FOR BURMA	3,970,310	5,508,380	5,939,581	5,450,472	6,250,775	10,334,793	10,579,247	10,864,428	10,360,601	10,138,497
GRAND TOTAL	52,525,272	56,548,862	64,452,192	68,722,713	72,205,055	85,876,909	101,973,055	105,009,563	107,812,022	117,710,942

No. 23.

GROSS AMOUNT of CUSTOMS DUTY collected on ARTICLES of MERCHANDISE; DRAWBACKS and REFUNDS; AMOUNTS collected at PRINCIPAL PORTS; and TOTAL VALUES of DUTIABLE and NON-DUTIABLE ARTICLES.

	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
SPECIAL IMPORT DUTIES:	£	£	£	£	£
Arms, Ammunition and Military Stores:					
Firearms, and parts thereof	10,280	19,157	22,874	22,803	25,295
Gunpowder	1,471	1,298	2,048	1,406	1,091
Other sorts	3,056	2,827	2,877	3,152	3,330
	23,807	23,282	27,799	27,361	29,716
Liquors:					
Ale, Beer, Porter, Cider, &c.	15,948	16,935	19,227	20,810	20,594
Spirits	464,275	501,123	510,582	602,113	519,851
Wines	26,038	25,357	24,931	26,442	25,572
	506,261	543,415	554,740	649,365	566,017
Opium	258	238	238	227	229
Petroleum (Refined)	348,965	282,073	295,179	231,158	238,929
Salt	1,861,608	1,516,615	1,567,323	1,221,113	1,223,729
Salted Fish	9,810	7,373	9,006	9,308	7,716
GENERAL IMPORT DUTIES:					
Cotton goods	640,921	658,809	811,331	885,931	860,900
Silver Bullion or Coin	262,705	268,490	274,132	195,590	271,955
Sugar	302,719	210,761	218,049	266,214	292,176
Other Articles:					
Food and Drink	95,377	101,614	112,116	118,363	124,712
Chemicals, Drugs, Medicines, and Narcotics, Dyeing and Tanning Materials	80,498	92,138	92,676	96,565	101,483
Metals, and Manufactures of	204,172	227,903	230,895	205,203	230,193
Oils	18,892	17,321	17,135	21,394	25,172
Articles Manufactured and Unmanufactured	467,412	533,428	612,442	632,649	641,387
TOTAL IMPORT DUTIES	4,823,405	4,483,460	4,823,061	4,560,441	4,614,314
EXPORT DUTIES:					
Rice, in the husk	9,277	11,975	16,237	17,264	14,047
„ not in the husk	830,997	790,022	862,727	750,036	687,972
Rice-flour	168	94	80	117	109
TOTAL EXPORT DUTIES	840,442	802,091	879,044	767,417	702,128
GRAND TOTAL OF CUSTOMS IMPORT AND EXPORT DUTIES	5,663,847	5,285,551	5,702,105	5,327,858	5,316,442
DRAWBACKS and REFUNDS	133,467	118,407	85,614	75,314	102,043
COLLECTED AT					
Calcutta	2,788,696	2,415,657	2,619,393	2,354,534	2,319,679
Bombay	1,178,236	1,196,263	1,255,708	1,279,715	1,302,343
Rangoon	782,766	810,821	899,321	838,199	780,406
Karachi	262,216	230,364	271,594	316,635	352,698
Madras	212,806	223,421	236,210	214,945	229,146
Other Ports	439,127	409,025	419,879	323,830	332,170
	5,663,847	5,285,551	5,702,105	5,327,858	5,316,442
TOTAL VALUE OF IMPORTS:					
Free of Duty	7,136,943	7,475,917	8,350,937	9,968,526	12,014,609
Subject to Duty	45,388,329	49,072,945	56,101,255	58,754,187	60,190,446
TOTAL VALUE OF EXPORTS:					
Free of Duty	71,322,967	87,032,315	89,680,566	93,032,827	103,035,002
Subject to Duty	12,596,834	12,723,282	13,080,282	12,426,655	12,353,247

SHIPPING *

No. 24.

VESSELS ENTERED and CLEARED, distinguishing STEAMERS and SAILING VESSELS, with CARGOES and in BALLAST.

	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.
ENTERED.										
WITH CARGOES:										
Steam - -	2,005	3,900,552	2,159	4,444,205	2,245	4,690,282	1,980	4,432,223	2,160	5,095,397
Sailing - -	1,287	151,935	1,240	128,366	1,152	119,011	1,211	123,965	1,150	118,109
	3,292	4,052,487	3,399	4,572,571	3,397	4,809,293	3,191	4,556,188	3,310	5,213,506
IN BALLAST:										
Steam - -	688	1,365,783	783	1,667,721	986	2,155,118	877	1,743,786	826	1,666,843
Sailing - -	581	63,371	681	89,757	608	66,544	557	37,075	631	39,634
	1,269	1,429,154	1,464	1,757,478	1,594	2,221,662	1,434	1,780,861	1,457	1,706,477
TOTAL - -	4,561	5,481,641	4,863	6,330,049	4,991	7,030,955	4,625	6,337,049	4,767	6,919,983
CLEARED.										
WITH CARGOES:										
Steam - -	2,541	5,116,048	2,739	5,894,553	2,990	6,522,671	2,626	5,864,344	2,748	6,453,808
Sailing - -	1,614	191,454	1,496	203,101	1,449	159,731	1,372	152,705	1,247	133,830
	4,155	5,307,502	4,235	6,097,654	4,439	6,682,402	3,998	6,017,049	3,995	6,587,638
IN BALLAST:										
Steam - -	133	119,445	139	116,737	165	160,276	223	229,910	210	253,369
Sailing - -	240	17,972	293	14,820	203	7,703	423	14,313	357	14,446
	373	137,417	432	131,557	368	167,979	646	244,223	567	267,815
TOTAL - -	4,528	5,444,919	4,667	6,229,211	4,807	6,850,381	4,644	6,261,272	4,562	6,855,453

* Vessels bringing cargo from more than one foreign port are recorded as entering from the most distant port at which cargo for British India was embarked, and similarly vessels clearing are recorded as for the most distant port. Vessels in the foreign trade are recorded as entering on the voyage inwards at the first port where cargo is discharged, and as clearing on the voyage outwards at the last port at which cargo is laden. Entries and clearances at ports in British India, other than these, are dealt with as coasting trade.

No. 25.

Vessels Entered and Cleared, distinguishing Nationalities.

Nationalities.	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	ENTERED.									
British	2,138	4,344,618	2,413	5,037,844	2,843	5,820,723	2,408	5,079,474	2,478	5,466,954
British Indian	844	118,816	706	92,613	522	55,398	468	47,250	351	80,171
Native	900	56,139	1,032	57,136	1,022	62,840	1,065	59,096	1,394	93,323
Foreign:										
Austro-Hungarian	63	176,974	65	190,323	83	244,887	86	253,215	81	242,802
Danish	3	5,504	2	4,732	8	18,596	0	0	6	15,511
Dutch	3	6,731	10	17,180	13	26,383	10	10,411	43	76,336
French	79	109,190	72	108,606	47	90,318	52	120,450	31	92,908
German	167	429,509	200	536,159	172	491,594	196	524,892	188	502,743
Italian	27	67,946	31	85,412	42	111,772	47	125,254	39	107,218
Norwegian	58	60,320	90	99,664	70	77,086	90	88,724	94	94,886
Russian	10	26,175	11	23,444	0	0	1	1,045	7	15,442
Swedish	3	2,169	2	1,788	6	10,247	2	1,717	4	9,322
Turkish	14	3,188	9	2,845	8	2,310	8	1,872	1	1,061
Arab	217	25,804	186	23,807	147	16,435	185	18,936	6	600
Japanese	19	45,283	18	46,300	0	0	1	1,481	43	117,709
Others	16	3,275	16	2,196	8	2,366	6	3,232	1	2,997
	679	962,068	712	1,142,456	604	1,091,994	684	1,151,229	544	1,279,535
Total	4,561	5,481,641	4,863	6,330,049	4,991	7,030,955	4,625	6,337,049	4,767	6,919,983
	CLEARED.									
British	2,119	4,320,582	2,359	4,941,631	2,790	5,723,410	2,430	5,070,609	2,442	5,422,275
British Indian	830	120,341	729	94,686	509	48,197	490	48,835	388	99,190
Native	954	55,870	929	54,304	938	58,340	1,112	62,657	1,174	76,809
Foreign:										
Austro-Hungarian	79	214,606	69	204,413	73	217,349	76	224,348	78	231,198
Danish	2	4,480	4	8,584	7	16,599	0	0	5	12,760
Dutch	3	6,730	8	13,196	12	25,410	11	10,019	41	67,530
French	78	103,698	71	109,452	47	83,572	53	113,723	36	92,357
German	158	402,680	193	520,507	167	479,480	191	516,807	183	509,236
Italian	27	67,951	32	86,544	32	88,172	38	103,009	36	97,135
Norwegian	58	58,169	83	92,231	71	79,533	84	84,248	101	102,219
Russian	8	19,077	14	34,109	0	0	1	1,045	8	18,596
Swedish	2	1,484	2	1,484	5	10,018	3	4,005	4	9,322
Turkish	2	1,759	2	1,759	3	1,911	1	1,061	1	65
Arab	178	19,482	142	15,531	144	15,963	151	16,221	24	2,538
Japanese	19	44,838	19	48,689	0	0	1	1,481	40	111,226
Others	11	3,172	11	2,091	9	2,427	2	3,204	1	2,997
	625	948,126	650	1,138,590	570	1,020,434	612	1,079,171	558	1,257,179
Total	4,528	5,444,919	4,667	6,229,211	4,807	6,850,381	4,644	6,261,272	4,562	6,855,453

No. 26.

Vessels Entered, distinguishing Countries.

Countries.	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	ENTERED.									
United Kingdom	424	1,207,417	432	1,306,806	522	1,541,735	477	1,475,937	476	1,523,491
British Possessions:										
Aden	55	152,573	78	195,654	80	205,956	74	179,686	60	168,209
Ceylon	1,968	1,077,445	2,088	1,297,219	2,088	1,371,281	1,852	1,064,368	1,940	1,442,220
China, Hong Kong	82	180,229	128	302,783	119	297,738	139	321,185	132	302,470
Maldive Islands	8	564	13	4,685	18	1,771	14	1,529	10	1,111
Straits Settlements	338	619,699	383	691,859	338	588,601	329	628,549	386	709,413
British East Africa	84	119,632	71	97,632	62	86,300	54	70,648	63	89,581
Cape Colony	119	285,741	127	296,225	104	240,986	60	135,502	42	101,756
Mauritius	86	172,784	76	154,136	70	152,471	57	137,829	62	144,397
Natal	78	147,018	82	160,466	81	152,574	52	88,275	54	89,344
Somaliland, British	3	6,852	10	26,573	3	4,363	4	3,550	3	2,513
Australia	26	66,252	35	94,383	45	118,081	60	157,354	58	160,020
New Zealand	2	7,135	3	11,051	3	11,051	4	13,750	4	13,918
Other Countries	1	2,698	4	6,926	2	3,625	9	19,039	18	12,529
	2,850	2,838,622	3,098	3,339,592	3,013	3,234,798	2,708	2,821,264	2,832	3,237,481
Foreign Countries:										
Austria-Hungary	36	102,524	39	117,072	64	180,997	69	194,379	65	183,314
Belgium	4	13,736	4	8,464	1	3,186	8	25,688	14	51,820
France	14	30,345	14	36,744	14	39,216	15	49,137	15	44,896
Germany	79	207,540	81	228,967	82	244,129	88	271,883	76	225,678
Italy	16	45,967	18	52,205	62	150,052	38	101,259	41	109,239
Russia	66	162,176	46	114,477	39	101,432	5	14,614	4	10,245
Spain	0	0	0	0	1	2,303	6	12,618	10	25,915
Arabia	258	88,178	312	116,139	225	133,934	245	150,076	287	155,792
Borneo	2	2,296	2	4,735	10	25,845	7	17,458	4	8,039
China, Treaty Ports	34	88,488	41	109,929	71	180,352	55	155,780	43	144,604
Japan	79	208,640	97	288,651	90	282,221	102	307,468	124	379,072
Java	16	36,719	27	67,793	24	67,592	36	101,780	51	144,641
Mekran and Sonmiani	172	11,088	133	7,496	141	8,468	166	8,207	121	7,474
Persia	122	95,518	131	127,034	144	130,404	126	120,223	131	114,125
Philippines	7	16,078	7	17,950	13	33,668	11	29,512	3	6,373
Siam	54	24,356	46	26,840	54	29,551	87	38,349	94	32,599
Sumatra	8	20,181	19	39,202	13	25,636	16	25,814	40	73,064
Turkey in Asia	214	98,745	192	72,759	146	37,596	189	45,828	181	71,386
Abyssinia	0	0	0	0	3	3,508	0	0	1	2,056
Egypt	12	25,620	9	21,557	106	242,080	22	50,184	30	72,828
Madagascar	6	2,084	6	8,475	5	2,991	12	14,953	7	9,577
Portuguese East Africa	24	28,035	53	88,976	63	126,778	43	78,458	49	101,410
Réunion	4	7,092	2	3,181	4	8,755	6	12,937	2	3,844
Somaliland	0	0	0	0	4	7,743	3	5,370	4	317
America, South	0	0	0	0	7	18,378	3	6,511	1	2,799
United States	20	38,262	15	30,183	24	63,206	34	93,060	35	105,107
New Caledonia	0	0	8	21,036	11	32,402	13	41,268	13	41,136
Other Countries	40	81,934	31	73,786	35	71,999	35	67,034	13	26,661
	1,287	1,435,602	1,333	1,683,651	1,456	2,254,422	1,440	2,039,848	1,459	2,154,011
Total	4,561	5,481,641	4,863	6,330,049	4,991	7,030,955	4,625	6,337,049	4,767	6,919,983

No. 27.

Vessels Cleared, distinguishing Countries.

Countries.	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	CLEARED.									
United Kingdom	535	1,456,166	567	1,639,322	597	1,731,684	561	1,664,344	520	1,593,370
British Possessions:										
Aden	42	111,660	52	138,052	43	124,853	41	117,225	47	129,707
Ceylon	2,018	832,395	1,953	972,545	1,905	1,139,344	1,980	959,065	1,944	1,371,023
China, Hong Kong	65	142,530	66	156,760	65	155,020	100	229,926	90	215,906
Maldive Islands	15	1,614	21	1,694	22	2,160	22	2,069	14	1,403
Straits Settlements	294	450,358	293	427,049	265	337,834	277	413,101	304	441,745
British East Africa	84	101,135	53	35,725	62	44,461	46	43,700	43	38,712
Cape Colony	8	11,805	13	17,086	15	20,792	11	14,967	16	21,088
Mauritius	40	65,696	33	62,302	27	55,564	22	35,177	38	87,769
Natal	17	20,386	31	56,947	31	50,272	28	47,251	23	33,262
Somaliland, British	6	1,447	13	19,001	6	2,942	6	1,846	5	482
British Guiana	4	6,337	5	7,965	5	7,089	6	10,306	3	4,954
West Indies	6	8,843	5	6,932	5	7,135	8	12,457	4	7,474
Australia	20	50,530	15	35,045	16	35,202	30	67,438	20	50,177
New Zealand	2	7,368	2	4,490	5	10,686	1	3,498	1	3,426
Fiji	0	0	5	8,300	1	2,702	2	5,265	1	2,698
Other Possessions	0	0	2	2,980	3	6,991	0	0	2	3,609
	2,621	1,812,104	2,562	1,952,873	2,476	2,003,047	2,580	1,963,291	2,555	2,413,435
Foreign Countries:										
Austria-Hungary	65	179,322	60	156,236	60	172,479	58	157,228	53	144,934
Belgium	49	123,953	72	188,966	106	285,822	45	125,813	62	186,745
France	109	276,427	130	338,326	114	308,917	122	332,142	107	300,415
Germany	96	261,344	123	336,799	120	350,521	83	244,986	109	316,125
Holland	8	19,991	14	36,723	20	47,398	14	37,317	4	9,346
Italy	24	61,645	21	55,974	24	64,421	25	68,472	29	77,152
Russia	3	5,822	9	23,462	2	3,513	2	3,471	2	5,013
Spain and Azores	2	3,335	3	5,129	8	17,466	6	13,777	2	4,341
Arabia	185	68,993	228	102,840	219	117,911	228	149,062	214	129,302
China, Treaty Ports	43	102,543	56	148,831	73	175,457	65	182,051	40	144,771
Japan	96	247,263	108	304,169	118	323,744	101	280,761	78	229,363
Java	14	26,656	14	26,800	11	31,134	28	81,134	25	80,630
Mekran and Sonmiani	132	8,498	88	4,953	112	6,129	96	4,766	76	4,550
Persia	119	91,655	130	127,380	128	118,720	126	118,544	137	124,927
Siam	22	9,890	30	10,279	43	22,676	35	19,070	39	18,351
Sumatra	7	17,400	16	28,437	22	51,504	26	49,399	48	91,061
Turkey in Asia	44	22,453	54	19,114	74	17,985	89	30,684	51	18,554
Abyssinia	0	0	0	0	1	1,169	2	3,116	0	0
Egypt	181	415,375	194	472,216	273	661,997	144	358,858	229	589,537
Madagascar	19	4,051	18	1,875	17	1,867	17	1,839	8	907
Portuguese East Africa	35	9,524	36	3,798	27	2,423	27	8,521	25	15,624
Réunion	7	11,692	6	7,243	4	7,313	4	7,143	1	1,954
America, South	29	44,229	21	32,265	31	55,512	29	57,037	18	43,275
United States	52	140,838	57	153,472	66	184,001	74	212,814	81	236,823
New Caledonia	0	0	9	23,148	11	32,112	13	42,326	13	40,183
Other Countries	31	23,750	41	28,581	50	53,459	44	43,306	36	34,765
	1,372	2,176,649	1,538	2,637,016	1,734	3,115,650	1,503	2,633,637	1,487	2,848,648
Total	4,528	5,444,919	4,667	6,229,211	4,807	6,850,381	4,644	6,261,272	4,562	6,855,453

No. 28.

Vessels built at Indian Ports.

	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Bengal:										
Calcutta: Steam - -	2	62	1	75	0	0	0	0	2	335
Eastern Bengal and Assam:										
Chittagong: Sailing -	1	20	0	0	0	0	1	26	0	0
Bombay and Sind:										
Bombay: Steam - -	1	14	0	0	1	17	1	15	3	38
Sailing - -	17	1,112	20	1,168	38	3,532	25	1,662	28	1,731
Karachi: Steam - -	0	0	0	0	0	0	1	152	0	0
Sailing - -	19	717	12	438	11	399	10	778	7	239
Other Ports „ - -	33	873	30	1,107	48	1,773	70	2,277	47	1,357
Madras:										
Various Ports: Sailing -	19	537	27	1,478	45	1,411	44	1,915	30	1,641
Burma:										
Various Ports: Sailing -	7	256	7	135	6	290	16	787	7	242
Total - -	99	3,591	97	4,401	149	7,422	168	7,612	124	5,583

No. 29.

Vessels first registered at Indian Ports.

	1902-3.		1903-4.		1904-5.		1905-6.		1906-7.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Under the English Merchant Shipping Act:										
Bengal: Steam - -	3	3,002	1	75	2	2,093	2	1,164	3	4,141
Bombay: Steam - -	3	2,717	4	7,759	9	7,781	7	8,659	7	15,854
Sailing - -	0	0	1	444	0	0	0	0	0	0
Burma: Steam - -	1	1,120	1	1,912	2	4,298	1	112	1	243
	7	6,839	7	10,190	13	14,172	10	9,935	11	20,238
Under the Indian Merchant Shipping Acts:										
Bombay and Sind Steam - -	1	14	1	23	1	17	2	167	3	37
Sailing - -	107	3,901	121	4,265	124	6,619	154	6,240	125	5,157
Madras: Sailing - -	29	1,036	34	1,603	45	1,476	55	2,369	36	1,789
Burma: Steam -	0	0	0	0	0	0	0	0	3	108
Sailing - -	8	265	7	135	11	567	16	787	7	242
	145	5,216	163	6,026	181	8,679	227	9,563	174	7,333
Total - -	152	12,055	170	16,216	194	22,851	237	19,498	185	27,571

VALUE of REGISTERED IMPORTS into and EXPORTS from BRITISH INDIA, by LAND, distinguishing COUNTRIES, &c.

COUNTRIES.		IMPORTS.					EXPORTS.				
		1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
		£	£	£	£	£	£	£	£	£	£
Lus Bela	Merchandise	36,991	36,325	32,620	31,717	39,279	8,715	8,083	11,397	12,588	13,495
Khelat	Merchandise	23,071	23,579	32,510	31,622	37,739	19,647	22,707	50,648	38,928	26,304
	Treasure	—	27	—	—	—	4	—	27	34	112
Persia	Merchandise	19,478	14,148	14,873	22,319	17,469	16,641	19,609	21,548	27,423	18,440
	Treasure	3,758	9,519	11,250	7,427	4,464	55	2,500	133	100	20
Afghanistan	Merchandise	306,094	406,542	441,527	429,766	646,968	477,036	517,326	650,608	697,303	749,837
	Treasure	17,058	28,292	96,908	95,182	49 068	36,514	46,611	112,628	116,831	128,812
Tirah	Merchandise	26,089	26,371	27,754	32,258	38,877	33,951	31,437	34,696	30,656	44,621
	Treasure	—	—	—	—	1,000	—	—	—	—	—
Dir, Swat, and Bajaur	Merchandise	230,373	221,188	257,796	259,586	341.483	410,061	372,706	439,232	426.821	452,064
Buner	Merchandise	17,854	13,134	13,951	11,137	9,776	30,501	24,065	21,903	21,420	10,223
Kashmir	Merchandise	680,985	829,944	801,252	1,003,887	1,273,168	686,865	779,713	733,824	845,487	825,311
	Treasure	61,279	130,166	442,356	39,767	82,093	100,476	27,346	36,180	35,407	38,112
Ladakh	Merchandise	45,170	41,381	70,253	38,512	40,869	16,938	20,473	20,537	7,214	10,235
	Treasure	200	—	—	29	—	3,628	3,029	4,783	4,212	4,345
Tibet	Merchandise	132,682	86,106	79,686	127,945	130,199	76,845	51,341	69,565	122,181	103,563
	Treasure	6,415	1,562	12,735	23,055	13,633	6,059	6,829	9,975	17,125	15,842
Nepal	Merchandise	1,625,629	1,724,464	1,693,262	2,219,185	1,981,758	936,386	893,500	971,052	1,028,480	922,897
	Treasure	118,278	53,989	67,171	126,270	74,455	19,000	19,117	28,049	42,705	51,827
Sikkim	Merchandise	22,893	20,658	15,674	27,182	45,254	18,248	20,718	24,076	31,646	34,987
	Treasure	320	97	58	260	1,053	1,953	1,702	47	2,487	207
Bhutan	Merchandise	31,785	58,863	44,421	82,746	75,700	12,742	13,391	13,501	12,783	17,128
	Treasure	—	—	33	484	91	7	12	75	—	89
Towang	Merchandise	600	5,022	1,856	4,857	1,484	680	705	1,005	1,078	255
	Treasure	12	—	—	670	1,090	—	—	—	—	—
Duffla, Aka, Naga and Mishmi Hills	Merchandise	4,127	10,734	17,010	14,625	14,792	714	1,389	1,357	1,068	844
	Treasure	—	—	—	—	—	—	—	—	91	74
Manipur	Merchandise	13,119	24,509	24,905	21,167	56,479	13,719	22,248	17,867	14,131	23,116
Hill Tipperah	Merchandise	26,741	40,032	35,904	46,807	47,626	9,187	14,531	13,025	16,473	16,716
Western China	Merchandise	88,888	79,119	87,581	114,999	114,054	202,666	221,170	245,192	220,075	242,089
	Treasure	92,638	100,878	87,813	120,447	133,734	15,637	18,521	27,413	31.676	51,550
Shan States	Merchandise	454,516	580,160	647,584	650,136	683,408	489,058	459,434	604,282	695,019	747,716
	Treasure	129,787	119,302	165,406	238,349	217,937	75,134	64,733	88,207	167,233	291,283
Karenni	Merchandise	162,006	210,185	166,958	179,718	138,876	9,013	8,912	15,788	27,808	27,180
	Treasure	4,799	4,342	9,248	13,939	19,785	23,855	52,901	26,022	32,561	80,963
N. Siam	Merchandise	122,715	163,497	192,839	138,358	129,999	50,181	59,037	71,448	72,772	93,317
	Treasure	47,010	56,285	66,629	66,113	96,514	48,094	86,793	100,310	66,723	88,237
S. Siam	Merchandise	22,888	105,599	48,411	37,598	35,446	9,379	17,977	14,024	22,842	32,182
	Treasure	4,485	3,573	3,519	8,142	13,686	10,925	53,769	20,817	12,483	14,604
TOTAL	Merchandise	4,094,694	4,721,561	4,748,627	5,526,127	5,900,703	3,529,173	3,580,472	4,046,575	4,374,196	4,412,520
	Treasure	486,039	508,031	963,126	740,134	708,603	341,341	383,863	454,666	529,668	766,077
Provinces with which trade is carried on :											
Sind and British Baluchistan		278,900	317,058	367,112	378,915	572.642	223,073	272,714	332,206	367,903	369,368
N.W. Frontier Province		478,213	600,448	705,820	702,125	790,675	905,709	1,024,763	1,245,958	1,288,296	1,295,924
Punjab		724,773	875,422	1,179,057	930,840	1,226,049	714,915	583,679	563,753	611,923	659,814
United Provinces		747,351	814,076	742,363	877,922	787,689	351,013	322,695	356,002	419,754	420,924
Bengal		1,173,151	1,107,244	1,154,643	1,711,453	1,452,424	712,558	672,881	752,283	831,467	705,808
Eastern Bengal and Assam		48,617	92,405	86,769	97,208	196,387	29,302	44,355	37,534	35,328	57,638
Burma		1,129,728	1,422,939	1,475,989	1,567,798	1,583,440	933,944	1,043,248	1,213,505	1,349,193	1,669,121
TOTAL		4,580,733	5,229,592	5,711,753	6,266,261	6,609,306	3,870,514	3,964,335	4,501,241	4,903,864	5,178,597

CUSTOMS TARIFF.

Special Import Duties.

		Rate of Duty.	
		Rupees.	Annas.
Arms, Ammunition, and Military Stores:			
1. Firearms other than pistols (including gas and air guns and rifles)	Each	50	0
2. Barrels for the same, whether single or double	,,	30	0
3. Pistols	,,	15	0
4. Barrels for the same, whether single or double	,,	10	0
5. Springs used for firearms	,,	8	0
6. Gunstocks, sights, blocks, and rollers	,,	5	0
7. Revolver breeches, for each cartridge they will carry	,,	2	8
8. Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates, and all other parts of a firearm (including a gas and air gun or rifle) not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same	,,	1	8
9. Machines for making, loading, or closing cartridges	,,	10	0
10. Machines for capping cartridges	,,	2	8
11. Gunpowder, all sorts	*Ad valorem.*	10 per cent.	
12. All other sorts of arms, ammunition, and military stores			

N.B.—The importation of all rifles of ·303 and ·450 bore is prohibited.

Proviso 1.—No duty in excess of 10 per cent. *ad valorem* shall be levied upon any of the articles numbered 1 to 10 in the above list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.

Proviso 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under Nos. 1 to 10, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity, for his own private use, the importer may apply to the Customs Collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of 10 per cent. *ad valorem;* and if such collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.

Exception I.—Articles falling under the 5th, 6th, 8th, 9th, or 10th head of the above list, when they appertain to a firearm falling under the 1st or 3rd head, and are fitted into the same case with such firearm	...	Free.
Exception II.—(*a*) Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military, naval or police uniform; (*b*) A sword, a revolver, or a pair of pistols, when accompanying an officer of His Majesty's Regular Forces, or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purposes of his equipment; (*c*) Swords and revolvers which are certified by an Inspector-General of Police to be part of the ordinary equipment of members of the Police force under his charge; (*d*) Swords forming part of the equipment of native commissioned officers of His Majesty's Army; (*e*) Swords for presentation as army or volunteer prizes; (*f*) Arms, ammunition, and military stores imported with the sanction of the Government of India for the use of any portion of the military forces of a Native State in India which may be maintained and organised for Imperial Service; (*g*) Morris tubes and patent ammunition when imported by officers commanding British and Native regiments, or volunteer corps, for the instruction of their men	...	Free.
Liquors:		
Ale, beer, and porter	Per Impl. gal. or 6 quart bottles.	Two annas.
Cider and other fermented liquors		
Liqueurs	,, ,, ,,	Rupees 10.
Spirit which has been rendered effectually and permanently unfit for human consumption	*Ad valorem.*	5 per cent.
,, when used in drugs, medicines, or chemicals in a proportion less than 20 per cent. of spirit of the strength of London proof	,,	,,
,, when so used in a proportion of 20 per cent. and upwards	Per Impl. gal. or 6 quart bottles of the strength of London proof.	Rupees 7 (*a*).
,, perfumed, in wood or in bottles	Per Impl. gal. or 6 quart bottles.	Rupees 11.
,, other sorts	Per Impl. gal. or 6 quart bottles of the strength of London proof.	Rupees 7 (*a*).
Wines:		Rupees. Annas.
Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit	Per Impl. gal. or 6 quart bottles.	2 8
All other sorts not containing more than 42 per cent. of proof spirit	,, ,, ,,	1 0
All wines, containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to "spirit, other sorts"	—	—
Opium, not covered by a Government pass	Per ser of 80 tolas	Rupees 24.
Salt	Per Indian maund of $82\frac{2}{7}$ lb. avoirdupois weight.	Rupees 1.
Salted Fish (wet or dry)	Per Indian maund of $82\frac{2}{7}$ lb. avoirdupois weight.	6 annas.

(*a*) The duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.

CUSTOMS TARIFF—*continued.*

General Import Duties.

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
			R. *a.*	
	ANIMALS, LIVING.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	—	—	Free.
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	38 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	,,	58 0	,,
	,, in the shell	,,	15 0	,,
	,, (kágazi)	,,	45 0	,,
	Cashew or cajoo kernels	,,	19 0	,,
	Cocoanuts, Straits	thousand	60 0	,,
	,, other	,,	45 0	,,
	,, kernel (khopra)	cwt.	17 0	,,
	Currants, in cases	,,	20 0	,,
	,, in cans	,,	26 0	,,
	,, other	,,	14 0	,,
	Dates, dry, in bags	,,	7 8	,,
	,, wet, in bags, baskets, and bundles	,,	5 0	,,
	,, ,, in pots, boxes, tins, and crates	,,	9 0	,,
	Figs, Persian, dried	,,	10 0	,,
	Garlic	,,	6 8	,,
	Hops	—	—	Free.
	Pistachio nuts	cwt.	33 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)	,,	30 0	,,
	Raisins, black	,,	10 0	,,
	,, kishmish, Persian Gulf	,,	14 0	,,
	,, Munakka ,, ,,	,,	9 8	,,
	,, other sorts	—	*ad valorem*	,,
	Walnuts, Persian	cwt.	9 8	,,
	All other sorts of fruits and vegetables	—	*ad valorem*	,,
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	—	—	Free.
5	MINERAL AND AËRATED WATERS, and all unfermented and non-alcoholic beverages	—	*ad valorem*	Five per cent.
6	PROVISIONS, OILMAN'S STORES AND GROCERIES—			
	Bacon	—	*ad valorem*	Five per cent.
	Beef and Pork	—	,,	,,
	Biche de mer	—	,,	,,
	Butter	lb.	1 4	,,
	Cassava or Sago	cwt.	15 0	,,
	Cheese	—	*ad valorem*	,,
	China preserves in syrup	box of six jars of a total net weight not exceeding 17 lb.	5 0	,,
	,, ,, dry, candied	lb.	0 5	,,
	Cocum	cwt.	4 8	,,
	Fish-maws	—	—	Free.
	Flour	—	*ad valorem*	Five per cent.
	Ghi	cwt.	60 0	,,
	Margarine	lb.	1 4	,,
	Pork hams	—	*ad valorem*	,,
	Shark-fins	—	—	Free.
	Singally and sozille	—	—	,,
	Tapioca	cwt.	16 0	Five per cent.
	Vinegar, in casks	—	*ad valorem*	Two and one-half per cent.
	,, not in casks—Persian	Imperial gallon	1 8	Five per cent.
	,, ,, Indian	,,	0 6	,,
	All other sorts of provisions, oilman's stores and groceries	—	*ad valorem*	,,
7	SPICES—			
	Betelnuts, raw, whole or split or sliced, from Goa	cwt.	16 0	,,
	,, ,, ,, ,, ,, Ceylon	,,	15 0	,,
	,, ,, ,, ,, ,, Straits	,,	10 0	,,
	,, —all other sorts	—	*ad valorem*	,,
	Chillies, dry	cwt.	12 0	,,
	Cloves	,,	45 0	,,
	,, stems and heads	,,	7 8	,,
	,, in seeds, narlavang	,,	11 0	,,
	Ginger, dry	,,	20 0	,,
	Mace	lb.	1 2	,,
	Nutmegs	,,	0 5½	,,
	,, in shell	,,	0 4	,,
	Pepper, black	cwt.	33 0	,,
	,, white	,,	50 0	,,
	All other sorts of spices	—	*ad valorem*	,,

CUSTOMS TARIFF—*continued.*

GENERAL IMPORT DUTIES—*continued.*

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	ARTICLES OF FOOD AND DRINK—*contd.*		*R. a.*	
8	SUGAR, China, candy	cwt.	23 0	Five per cent.
	,, loaf (excluding cube and chopped)	,,	14 0	,,
	,, crystallised, beet	,,	9 8	,,
	,, ,, and soft (other than beet) refined in the United Kingdom	,,	9 8	,,
	,, ,, ,, refined in China	,,	11 0	,,
	,, ,, ,, from Egypt	,,	9 10	,,
	,, ,, ,, superior white from Java	,,	9 10	,,
	,, ,, ,, from Java, 21 to 25 Dutch standard	,,	9 6	,,
	,, ,, ,, ,, ,, 16 to 20 Dutch standard	,,	8 0	,,
	,, ,, ,, ,, ,, 15 Dutch standard and under	—	*ad valorem*	,,
	,, ,, ,, from Mauritius	cwt.	9 4	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries	,,	3 0	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery	—	*ad valorem*	,,
9	TEA, black	lb.	0 10	,,
	,, green	,,	0 12	,,
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	,,	0 1½	,,
	Alkali, Indian (sajji-khar)	cwt.	2 4	,,
	Alum	,,	4 8	,,
	Arsenic (other than European)	,,	29 0	,,
	,, (China mansil)	,,	28 0	,,
	,, other sorts	—	*ad valorem*	,,
	Bicarbonate of soda	cwt.	6 0	,,
	Copperas, green	—	*ad valorem*	Two and one-half per cent.
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonators and blasting fuse	—	,,	Five per cent.
	Sal ammoniac	cwt.	31 0	,,
	Sulphate of copper	,,	24 0	,,
	Sulphur (brimstone), flour	,,	5 12	,,
	,, (,,), roll	,,	5 4	,,
	,, (,,), rough	,,	4 12	,,
	All other sorts of chemical products and preparations, including saltpetre, borax, grape sugar, and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, which are free	—	*ad valorem*	,,
11	DRUGS, MEDICINES, AND NARCOTICS—			
	Aloes, black	cwt.	25 0	,,
	,, Socotra	,,	17 0	,,
	Aloe-wood	lb.	7 8	,,
	Anti-plague serum	—	—	Free.
	Asafœtida (hing)	cwt.	80 0	Five per cent.
	,, coarse (hingra)	,,	25 0	,,
	Atáry, Persian	—	*ad valorem*	,,
	Bánslochan (bamboo camphor)	lb.	0 5	,,
	Brimstone (amalsára)	cwt.	16 0	,,
	Calumba root	,,	8 0	,,
	Camphor, refined, cake	lb.	2 12	,,
	,, partially refined, cake, in blocks of about 13 lb.	,,	2 0	,,
	,, in powder	—	*ad valorem*	,,
	Cassia lignea	cwt.	30 0	,,
	China root (chobchini), rough	,,	11 0	,,
	,, ,, (,,), scraped	,,	20 0	,,
	*Cocaine	—	*ad valorem*	,,
	Cubebs	cwt.	32 0	,,
	Galangal, China	,,	4 8	,,
	Pellitory (akalkara)	—	*ad valorem*	,,
	Peppermint crystals	—	,,	,,
	Quinine and other alkaloids of chinchona	—	—	Free.
	Salep	cwt.	140 0	Five per cent.
	Senna leaves	,,	5 0	,,
	Storax, liquid (rose melloes or salaras)	,,	35 0	,,
	Tobacco, unmanufactured	—	—	Free.
	,, manufactured, excluding cigarettes	—	*ad valorem*	Five per cent.
	,, Cigarettes of a value not exceeding Rs. 8 per 1,000	lb.	1 8	,,
	,, ,, ,, exceeding Rs. 8 per 1,000	,,	5 8	,,
	All other sorts of drugs, medicines, and narcotics, except opium (for which see table of special import duties)	—	*ad valorem*	,,
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4¼	,,
	,, ,, ,, 50 ,,	,,	1 8½	,,
	,, ,, ,, 60 ,,	,,	1 12	,,
	,, ,, ,, 70 ,,	,,	2 0¼	,,
	,, ,, ,, 80 ,,	,,	2 4¼	,,
	,, ,, ,, 100 ,,	,,	2 12	,,

* The importation of cocaine by post is prohibited, and its importation by other means is restricted to persons specially permitted by a Local Government.

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES, AND NARCOTICS, AND DYEING AND TANNING MATERIALS—*contd.*		*R. a.*	
12	DYEING AND TANNING MATERIALS—*contd.*			
	Alizarine dye, moist, 10 per cent.	lb.	0 4¾	Five per cent.
	,, ,, ,, 16 ,,	,,	0 7	,,
	,, ,, ,, 20 ,,	,,	0 8	,,
	Aniline dye, moist, indigo, blue	,,	0 6½	,,
	,, ,, dry	,,	1 0	,,
	,, salts	—	*ad valorem*	,,
	Avar bark	cwt.	4 0	,,
	Buzgand (gulpista)	,,	42 0	,,
	Cochineal	lb.	1 6	,,
	Gallnuts (myrabolams)	—	*ad valorem*	,,
	,, Persian	cwt.	46 0	,,
	Madder or manjit	,,	18 0	,,
	Orchilla weed	,,	4 0	,,
	Sappan wood and root	—	*ad valorem*	,,
	Turmeric	—	,,	,,
	All other sorts of dyeing and tanning materials	—	,,	,,
	METALS AND MANUFACTURES OF METALS.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free:* (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor-General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aërating and cooling apparatus, churns, butter dryers, and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends, when imported by or on behalf of a manufacturer or millowner, and certified by him to be intended exclusively for use in his mill]	—	*ad valorem*	Five per cent.
14	MACHINERY, namely prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts	—	—	Free.
	,, (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which, before being brought into use, require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery			
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery, and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—Machinery and component parts thereof, made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	—	*ad valorem*	Five per cent.
	,, ,, ,, China	—	,,	,,
	,, patent or yellow metal, sheathing, sheets, brazier's and plates	cwt.	58 0	,,
	,, patent or yellow metal (old)	,,	40 0	,,
	,, sheets, flat or in rolls, very thin	,,	175 0	,,
	,, wire	—	*ad valorem*	,,
	,, all other sorts	—	,,	,,
	Copper, bolt and bar, rolled	—	,,	,,
	,, brazier's, sheets, plates, and sheathing	cwt.	70 0	,,
	,, nails and composition nails	—	*ad valorem*	,,

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
			R. a.	
	METALS AND MANUFACTURES OF METALS—*contd.*			
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Copper, old	cwt.	55 0	Five per cent.
	„ pigs, tiles, ingots, cakes, bricks, and slabs	„	65 0	„
	„ China, white, copperware	lb.	1 8	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves	2 2	„
	„ „ „ coloured, 10 to 11 in. × 4 to 5 in.	„	2 4	„
	„ wire, including phosphor-bronze	—	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free	—	„	„
	German silver	—	„	„
	Gold bullion and coin	—	—	Free.
	Gold leaf	—	*ad valorem*	Five per cent.
	Iron, anchors and cables	—	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions	—	„	„
	„ angle, T, other than Lowmoor or Swedish	ton	110 0	„
	„ angle, T, other than Lowmoor or Swedish, if galvanised, tinned, or lead-coated	—	*ad valorem*	„
	„ bar	„	„	„
	„ „ Swedish and similar qualities	ton	165 0	„
	„ „ „ „ „ „ nail-rod, round-rod, and square, under half-an-inch in diameter	„	180 0	„
	„ „ other kinds	„	110 0	„
	„ „ „ „ nail-rod, round-rod, and square, under half-an-inch in diameter	„	117 0	„
	„ „ „ „ if galvanised, tinned, or lead-coated	—	*ad valorem*	„
	„ beams, joists, pillars, girders, bridge-work, and other such descriptions of iron, imported exclusively for building purposes	—	„	„
	„ channel, including channel for carriages	—	„	„
	„ plate and sheet, Swedish and charcoal	—	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanised, tinned, or lead coated	—	„	„
	„ plate, other kinds, above ⅛ inch thick and strips	ton	117 0	„
	„ sheets, „ „ up to ⅛ inch thick	„	125 0	„
	„ sheets (other than corrugated), plates or strips other kinds, if galvanised, tinned, lead coated, or planished	—	*ad valorem*	„
	„ sheets, corrugated, galvanised, or black	ton	210 0	„
	„ hoop	„	130 0	„
	„ nails, rose, wire, and flat-headed	cwt.	9 8	„
	„ „ other kinds, including galvanised, tinned, or lead-coated	—	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanised or black	—	„	„
	„ old	cwt.	2 0	„
	„ pig	—	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	—	„	„
	„ rails, chairs, sleepers, and fishplates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	—	„	„
	„ rice-bowls	—	„	„
	„ ridging, guttering, and continuous roofing	—	„	„
	„ rivets and washers, all sorts	—	„	„
	„ wire, including fencing wire and wire rope, but excluding wire netting	—	„	„
	„ cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No 16	can	0 3	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	—	*ad valorem*	„
	Lametta	—	„	„
	Lead, all sorts (except sheets for tea-chests which are free)	—	„	„
	Quicksilver	lb.	1 8	„
	Shot, bird	cwt.	20 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free	—	*ad valorem*	„
	Steel, anchors and cables	—	„	One per cent.
	„ blooms	—	„	„
	„ angle T	ton	110 0	„
	„ „ „ and hoop, if galvanised, tinned, or lead-coated	—	*ad valorem*	„
	„ bars (other than cast steel)	ton	110 0	„
	„ „ Swedish	—	*ad valorem*	„
	„ „ nail-rod, round rod, and square, under ½ inch in diameter	ton	117 0	„
	„ bar, galvanised, tinned, lead-coated, planished or polished	—	*ad valorem*	„
	„ channel, including channel for carriages	—	„	„

No.	NAME OF ARTICLES.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		*R. a.*	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Steel, plates above $\frac{1}{8}$ inch thick, and strips	ton	117 0	One per cent.
	„ sheets up to $\frac{1}{8}$ „ „	„	125 0	„
	„ sheets (other than corrugated), plates, or strips, if galvanised, tinned, lead coated, or planished	—	*ad valorem*	„
	„ sheets, corrugated, galvanised or black	ton	210 0	„
	„ hoop	„	150 0	„
	„ nails	—	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanised or black	—	„	„
	„ old	ton	130 0	„
	„ beams, joists, pillars, girders, bridge-work and other such descriptions of steel imported exclusively for building purposes	—	*ad valorem*	„
	„ cast and blistered, including spring and tub steel	—	„	„
	„ ridging, guttering, and continuous roofing	—	„	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like	—	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips and tie-bars	—	„	„
	„ rivets and washers, all sorts	—	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting	—	„	„
	„ cans, tinned when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No. 16	can	0 3	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	—	*ad valorem*	„
	Tin, block	cwt.	145 0	„
	„ foil, and other sorts	—	*ad valorem*	„
	Zinc or spelter, nails	—	„	„
	„ „ tiles or slabs, soft	cwt.	23 0	„
	„ „ „ „ hard	„	19 0	„
	„ „ all other sorts, including boiler tiles	—	*ad valorem*	„
	All other sorts of metals	—	„	„
	OILS.			
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon	—	One anna.
	„ which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs-Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	—	*ad valorem*	Five per cent.
	„ which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs-Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose	—	„	
	Cocoanut Oil	cwt.	27 0	„
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	—	*ad valorem*	„
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free	—	„	„
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used in their construction, whether worked or not, which are free	—	„	„

CUSTOMS TARIFF—*continued.*

GENERAL IMPORT DUTIES—*continued.*

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		*R. a.*	
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves	—	—	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music and manuscripts	—	—	,,
21	BRISTLES AND FIBRE, for brushes and brooms	—	—	,,
22	BRUSHES AND BROOMS, all sorts	—	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described	—	,,	,,
24	CABINET-WARE AND FURNITURE		,,	,,
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars designed to carry goods and containing a prime-mover, which are free	—	,,	,,
26	CHINESE AND JAPANESE WARE, including lacquered-ware, but excluding earthenware, china, and porcelain (for which see No. 32)	—	,,	,,
27	CLOCKS, WATCHES, and other timekeepers, and parts thereof	—	,,	,,
28	COAL, COKE, AND PATENT FUEL	—	—	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	—	*ad valorem*	Five per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	—	—	Free.
	,, twist and yarn	—	—	,,
	,, sewing and darning thread	—	—	,,
	,, piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described	—	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND	—	—	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), china, china clay, porcelain, and imitation or false coral	—	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free	—	,,	,,
34	FIREWORKS, all sorts, including fulminating-powder	—	,,	,,
35	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread	—	,,	,,
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	—	,,	,,
37	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal	—	,,	,,
	Cutch and gambier	cwt.	18 0	,,
	Gamboge	lb.	2 2	,,
	Gum Ammoniac	cwt.	24 0	,,
	,, Arabic	,,	16 0	,,
	,, Bdellium	—	*ad valorem*	,,
	,, Benjamin, ras	cwt.	24 0	,,
	,, ,, cowrie	,,	80 0	,,
	,, Bysabol (coarse myrrh)	,,	25 0	,,
	,, Olibanum or frankincense	—	—	Free.
	,, Persian (false)	cwt.	10 0	Five per cent.
	Myrrh	,,	50 0	,,
	Rosin	,,	9 0	,,
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha	—	*ad valorem*	,,
38	HEMP, including Manila hemp, and articles made therefrom	—	,,	,,
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold-beaters' skins, and all other descriptions of hides or skins	—	,,	,,
40	HORN	—	—	Free.
	,, articles made of, not otherwise described	—	*ad valorem*	Five per cent.

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		*R. a.*	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric Lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free. Military band instruments (other than stringed instruments), imported by a regiment of His Majesty's regular forces serving in India, and certified by the officer commanding the regiment to be for the *bona fide* exclusive use of the regimental band, and the following accessories thereto, are also free of duty :— Silver buckles for drums. | Cardholders. Silver buttons for drums. | Carriages (brown or black). Green broadcloth for drums. | Crooks. Green silk ribbon for drums. | Cases (leather or wooden). Ropes for drums. | Fingertops. Bags for bagpipes. | Mouthpieces and caps therefor. Cord for bagpipes. | Reeds. Drones for bagpipes. | Springs. Ribbons for bagpipes. | Snares. Pipe tassels for bagpipes. | Valve tops and needles.	—	*ad valorem*	Five per cent.
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	
	,, tusks (other than hollows, centres, and points) each exceeding 20 lb. in weight, and hollows, centres, and points each weighing 10 lb. and over	,,	800 0	,,
	Elephants' tusks (other than hollows, centres, and points) not less than 10 lb. and not exceeding 20 lb. each, and hollows, centres, and points each weighing less than 10 lb.	,,	680 0	,,
	Elephants' tusks, each less than 10 lb. (other than hollows, centres, and points)	,,	525 0	,,
	Sea-cow or moye teeth, each not less than 4 lb.	,,	200 0	,,
	,, ,, ,, ,, 3 lb. and under 4 lb.	,,	185 0	,,
	,, ,, each less than 3 lb.	,,	135 0	,,
	All other sorts, manufactured and unmanufactured	—	*ad valorem*	,,
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain { other than }	tola	1 2	,,
	,, embossed or chased { European }	,,	1 6	,,
	All other sorts, except precious stones and pearls, unset, which are free	—	*ad valorem*	,,
44	JUTE, raw	—	—	Free.
	,, articles made of, except secondhand or used gunny bags, which are free	—	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a military pattern imported by an officer of His Majesty's regular forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free	—	,,	,,
46	MALT	—	,,	,,
47	MANURES of all kinds, including animal bones	—	—	Free.
48	OILCAKE, also bran, fodder, and cattle food of all kinds	—	—	,,
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins.	—	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	18 0	,,
	,, white, dry	,,	19 0	,,
	Ochre, other than European, all colours	,,	2 12	,,
	Paints, composition	—	*ad valorem*	,,
	,, patent driers	—	,,	,,
	Turpentine	Imperial gallon	3 12	,,
	Verdigris	—	*ad valorem*	,,
	Vermilion, Canton	box of 90 bundles	105 0	,,
	Zinc, white, dry	—	*ad valorem*	,,
	All other sorts, including glue and putty	—	,,	,,

CUSTOMS TARIFF—*continued.*

GENERAL IMPORT DUTIES—*continued.*

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		*R. a.*	
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free - - -	—	*ad valorem*	Five per cent.
	„ articles made of paper and papier-mâché - - -	—	„	„
52	PERFUMERY—			
	Gowla, husked and unhusked - - - - - - -	cwt.	40 0	„
	Kapurkachri (zedoary) - - - - - - - - -	„	19 0	„
	Patch leaves (patchouli) - - - - - - - - -	„	17 0	„
	Rose-flowers, dried - - - - - - - - - -	„	20 0	„
	Rose-water - - - - - - - - - - - -	Imperial gallon	2 0	„
	All other sorts, except perfumed spirit (for which see table of special import duties) - - - - - - - - -	—	*ad valorem*	„
53	PITCH, TAR, AND DAMMER—			
	Bitumen - - - - - - - - - - - - -	—	„	„
	Dammer - - - - - - - - - - - - -	—	„	„
	Pitch, American and European - - - - - - -	—	„	„
	„ coal - - - - - - - - - - - - -	—	„	„
	Tar, American and European - - - - - - - -	—	„	„
	„ coal - - - - - - - - - - - -	—	„	„
	„ mineral - - - - - - - - - - - - -	—	„	„
54	PLANTS AND BULBS, living, also dried for herbaria - -	—		Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians, and onyx) - - - - - - - - - - - -	—		„
56	PULP of wood, straw, rags, paper and other materials - -	—	—	„
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereotyping apparatus, metal furniture, paper folding machines, and paging and numbering machines, but not including paper	—	—	„
58	RAGS - - - - - - - - - - - - - -	—	—	„
59	RACKS for the withering of tea leaf - - - - - - - - -	—	—	„
60	RAILWAY MATERIAL for permanent way and rolling stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Govenor General in Council may, by notification in the *Gazette of India*, specifically include therein	—	—	„
61	SEEDS—			
	Castor - - - - - - - - - - - - -	cwt.	7 4	Five per cent.
	Cummin - - - - - - - - - - - - -	„	15 0	„
	„ black - - - - - - - - - - - - -	—	*ad valorem*	„
	Linseed - - - - - - - - - - - - -	cwt.	7 4	„
	Methi - - - - - - - - - - - - -	„	5 8	„
	Mustard, rape, or sarson - - - - - - - - - -	„	10 0	„
	Poppy - - - - - - - - - - - - -	„	9 0	„
	Quince, bihidana - - - - - - - - - - - -	„	90 0	„
	Til, or jinjili - - - - - - - - - - - - -	„	10 0	„
	All other sorts - - - - - - - - - - - - -	—	*ad valorem*	„

No.	NAMES OF ARTICLES.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		*R. a.*	
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	—	*ad valorem*	Five per cent.
	,, white, live	—	,,	,,
	,, ,, dead	—	,,	,,
	Cowras	—	,,	,,
	Cowries, bazaar, common	cwt.	3 12	,,
	,, yellow, superior quality	,,	5 0	,,
	,, Maldive	,,	5 8	,,
	,, sankhla	,,	55 0	,,
	Mother-of-pearl, nacre	—	—	Free.
	Nakhla	cwt.	100 0	Five per cent.
	Tortoise-shell	lb	12 0	,,
	,, nakh	,,	5 0	,,
	All other sorts, including articles made of shell, not otherwise described	—	*ad valorem*	,,
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	—	—	Free.
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb	9 0	Five per cent.
	Floss	—	*ad valorem*	,,
	Piece goods	—	,,	,,
	Sewing thread, China	—	,,	,,
	Raw silk—Chaharam, Cochin-China, and yellow Shanghai	lb	5 4	,,
	Mathow	,,	3 4	,,
	Other kinds of China	,,	8 0	,,
	Waste and Kachra	—	*ad valorem*	,,
	Panjam	lb	2 6	,,
	Persian	,,	5 0	,,
	Siam	,,	2 6	,,
	All other sorts, including cocoons	—	*ad valorem*	,,
65	SOAP	—	,,	,,
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	—	—	Free.
67	STATIONERY, excluding paper (for which see No. 51)	—	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble	—	,,	,,
69	TALLOW AND GREASE, including stearine	—	,,	,,
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs-Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk	—	—	Free.
71	TEXTILE FABRICS not otherwise described	—	*ad valorem*	Five per cent.
72	TOILET REQUISITES not otherwise described	—	,,	,,
73	TOYS, including toy-books, and requisites for all games	—	,,	,,
74	UMBRELLAS, parasols, and sun-shades of all kinds	—	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols, and sun-shades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines	—	,,	,,
76	WOOD AND TIMBER (except fire-wood, which is free), and articles made of wood not otherwise described	—	,,	,,
77	WOOL, raw	—	—	Free.
	,, articles made of, including felt	—	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule	—	,,	,,

APPENDIX A—*concluded.*

CUSTOMS TARIFF—*concluded.*

Countervailing Duties on Bounty-Fed Sugar.

(In addition to the General Duty of 5 per cent. ad valorem.)

		R. a. p.
Sugar produced in or exported from the countries named below, which grant bounties on export, is charged as follows:—		
Argentine Republic—		
All kinds	Per cwt.	10 15 8 (*a*)
Refined, *i.e.*, polarising 96° and more	,,	6 0 2 (*b*)
Unrefined ,, ,, less than 96°	,,	4 8 9 (*b*)
Sugar Candy	,,	3 2 9 (*b*)
Chile—Raw	,,	0 9 2 (*a*)
Denmark—Refined	,,	0 8 0 (*a*)
Candy and sugar in whole or broken loaves, plates, cakes, etc., whatever the colour may be, and white pulverised sugar which is lighter than the Amsterdam standard sample No. 18	,,	0 8 10 (*b*)
Russia—Refined	,,	9 10 2 (*b*)
Unrefined	,,	5 15 10 (*b*)

(*a*) Duties under Section 8 A of Act VIII. of 1894, as amended by Acts XIV. of 1899 and XII. of 1903.
(*b*) Duties under Section 8 B of Act VIII. of 1894, as amended by Act VIII. of 1902 and continued in force by Acts XII. of 1903 and XI. of 1904.

Export Duty.

	Per	Rate of Duty.
Rice, Husked or Unhusked, including Rice Flour, but not including rice bran and rice-dust, which are free.	Maund of 82⅔ lb.	3 annas.

Note.—Under Act IX. of 1903 a customs duty at the rate of a quarter of a pie per pound has been levied from the 1st April, 1903, on all tea produced in India and exported from any customs port to any port beyond the limits of British India or to Aden. The proceeds of this cess are paid to the Tea Cess Committee appointed under Section 4 of the Act. On the recommendation of this Committee the maximum rate of a quarter of a pie per pound may be reduced.

APPENDIX B.

Trade of Aden.

	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
Foreign Trade:					
Imports:	£	£	£	£	£
Merchandise	2,010,504	2,145,328	1,805,304	1,969,822	2,426,670
Treasure	488,782	412,140	241,753	294,776	191,189
Exports:					
Merchandise	2,254,723	2,362,126	2,254,903	2,452,682	2,460,170
Treasure	302,303	255,517	220,275	166,042	145,367
Total	5,056,312	5,175,111	4,522,235	4,883,322	5,223,396
Indian Trade:					
Imports:					
Merchandise	721,131	968,990	980,971	976,089	872,047
Treasure	13,122	118,685	33,553	34,669	24,823
Exports:					
Merchandise	110,349	137,635	167,061	178,933	138,319
Treasure	26,067	179,729	94,833	196,904	107,468
Total	870,669	1,405,039	1,276,418	1,386,595	1,142,657
Inland Trade:					
Imports:					
Merchandise	252,953	212,471	198,126	181,442	134,078
Treasure	4,024	9,799	9,640	22,335	10,894
Exports:					
Merchandise	77,479	79,257	100,522	103,663	91,852
Treasure	24,304	8,568	14,835	9,497	13,144
Total	358,760	310,095	323,123	316,937	249,968
Grand Total	6,285,741	6,890,245	6,121,776	6,586,854	6,616,021

INDEX.

NOTE.—*In the case of Government Stores articles are arranged alphabetically, and therefore there is no index for those articles.*

ARTICLES.	IMPORTS.	EXPORTS. Foreign merchandise.	EXPORTS. Indian merchandise.
	Page	Page	Page
A			
Accoutrements (included with "Apparel, etc.")			
Agricultural implements	45	—	—
,, machinery	46	—	—
Ajama seeds	—	—	92
Ale, beer, and porter	37	—	—
Alizarine dyes	49	71	—
Almonds	39	—	—
Aloes	48	—	—
Alum	47	—	—
Ammunition (included with "Arms, etc.")			
Anchors, cables, and kentledge of iron	42	—	—
Angle, bolt, and rod iron	42	—	—
,, channel, and spring steel	44	—	—
Aniline dyes	50	71	—
Animal oils	50	—	88
Animals, living:		69	—
Horses	36	—	77
Other kinds	36	—	77
Apparel:			
Apparel (including drapery, uniforms, accoutrements, etc., but excluding hosiery)	60	75	99
Boots and shoes	61	75	99
Gold and silver thread	61	—	—
Haberdashery and millinery	61	—	—
Hats, caps, bonnets, and hatters' ware	61	—	—
Arabic Gum	—	—	89
Arms, Ammunition, and Military Stores:			
Firearms and parts thereof	61	75	—
Gunpowder, common	61	—	—
,, sporting	61	—	—
Dynamite and all other explosives	61	—	—
Other sorts	61	75	—
Arsenic	47	—	—
Art, Works of	61	75	99
Articles (not specified) exported by post	—	—	102
,, ,, imported by post	68	—	—
Asafœtida	48	—	—
Asphalt	61	—	—
B			
Bacon and hams	39	—	—
Bags, gunny (jute)	59	—	97
Bájra, Jawar and	—	—	78
Bangles, glass	64	—	—
Bar, iron	42	—	—
Barley	—	—	77
Bars, steel	44	—	—
Beads and false pearls	64	—	—
Beams, pillars, girders, and bridgework of iron	42	—	—
,, ,, ,, ,, of steel	44	—	—
Beer, ale, and porter	37	—	—
Bees' wax	—	—	95
Betelnuts	—	—	81
Bicarbonate of soda	47	—	—
Biscuits of all kinds	39	—	—
Bleaching materials	47	—	—
Block tin	45	71	84
Bolt iron	42	—	—
Bolts and nuts of iron	42	—	—
Bones, Animal, for manure	—	—	91
Bonnets	61	—	—
Books and printed matter (including maps and charts)	61	75	100
Boots and shoes	61	75	99
Borax	—	—	84
Bottled and canned provisions	39	—	—
Bottles (common), glass	64	—	—
Braids, woollen	60	—	—
Bran (included with "Fodder, etc.")			
Brandy	37	—	—
Brass (for details see under "Metals").			
Braziers and sheets, wrought copper	41	—	—
Bricks of unwrought copper	41	—	—
Bricks and tiles for building, etc.	62	—	100
Bridgework. Beams, pillars, girders, and, of iron	42	—	—
,, ,, ,, ,, of steel	44	—	—
Brimstone	48	—	—
Bristles and fibres for brushes and brooms	—	—	88
Building and Engineering Materials:			
Asphalt	61	—	—
Bricks and tiles	62	—	100
Cement	62	—	—
Chalk and lime	62	—	—
Clay	62	—	—
Earthenware piping	62	—	—
Other sorts	62	—	100
Butter	39	—	80
Button lac	—	—	101
C			
Cabinetware and furniture	62	75	100
Cables. Anchors, and kentledge of iron	42	—	—
Cakes of unwrought copper	41	—	—
Calcium carbide	47	—	—
Cambrics, twills, and muslins (coloured, printed, or dyed)	57	—	—
Cambrics, twills, muslins and lawns (white)	56	—	—
Camphor	48	71	—
Candles	62	—	100
Canes and rattans	51	—	88
Canned and bottled provisions	39	—	—
Canvas:			
Cotton	58	—	—
Flax	59	—	—
Jute	59	—	—
Caoutchouc, manufactures of	62	—	—
,, raw	—	—	88
Caps	61	—	—
Cardamoms	—	—	81
Cardboard, pasteboard, and millboard	67	—	—
Carpets and rugs, woollen	60	—	99
Carriages and carts (excluding railway carriages) and parts thereof:	—	75	—
Carriages and carts	62	—	—
Cycles	62	—	—
Motor cars and motor cycles	62	—	—
Carriages and trucks, Railway	46	—	—
Cassia lignea	48	71	—
Cast (pig) iron	42	—	—
,, steel	44	—	—
Castor oil	—	—	87
,, seeds	—	—	92
Caustic soda	48	—	—
Cement	62	—	—
Chádars, dhutis, sáris, and scarves:			
Grey	55	—	—
White	56	—	—
Coloured, printed, or dyed	57	—	—
Chalk and lime	62	—	—
Champagne	38	—	—
Channel steel	44	—	—

ARTICLES	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Charts (included with "Books and printed matter").			
Chasam or waste silk	—	—	94
Checks, spots, and stripes of cotton cloth, white (bleached)	56	—	—
Cheese	39	—	—
Chemicals:	—	71	—
Alum	47	—	—
Arsenic	47	—	—
Bleaching materials	47	—	—
Borax	—	—	84
Calcium carbide	47	—	—
Copperas	47	—	—
Cyanide of potassium	47	—	—
Disinfectants	47	—	—
Sal-ammoniac	47	—	—
Saltpetre	47	—	84
Soda compounds:			
Bicarbonate of soda	47	—	—
Soda caustic	48	—	—
Other sorts	48	—	—
Sulphur (brimstone)	48	—	—
Sulphuric acid	48	—	—
Other sorts	48	—	84
Chillies	—	—	81
Chinchona bark	—	—	84
Chinese and Japanese Ware (including lacquered-ware)	63	75	—
Chintz, prints and, coloured	57	—	—
Chromite (see under "Metals")			
Cider and other fermented liquors	37	—	—
Cigars	49	—	85
Cigarettes	49	—	—
Claret	38	—	—
Clay	62	—	—
Clocks and watches	63	—	—
Cloves	—	69	—
Coal:			
Coal	51	—	88
Coke	51	—	88
Patent fuel	51	—	—
Cocaine	48	—	—
Cochineal	50	—	—
Cocoanuts	36	—	—
Cocoanut kernel or copra	—	—	77
„ oil	51	—	87
Cocoons	—	—	94
Coffee	36	69	77
Coir, manufactures of	63	—	100
„ raw	—	—	88
Coke	51	—	88
Colours, Paints and	66	—	102
Condensed and preserved milk	40	—	—
Condiments, pickles, vinegar, sauces and	40	—	—
Confectionery	40	70	—
Copper (for details see under "Metals")			
Copperas	47	—	—
Copra (cocoanut kernel)	—	—	77
Coral	63	76	—
Cordage and rope of vegetable fibre (excluding jute)	63	—	100
Coriander seeds	—	—	92
Corks	63	—	—
Cotton, manufactures of:			
Twist and yarn	54	73	96
Piece goods:			
Grey (unbleached):			
Chádars, dhutis, sáris, and scarves	55		
Jaconets	55		
Jeans, sheetings, and drills	55		
Madapollams	55	73	96
Mulls	55		
Shirtings	55		
T. cloths and domestics	55		
Other Grey goods	55		
White (bleached):			
Cambrics, twills, muslins and lawns	56		
Chádars, dhutis, sáris, and scarves	56		
Checks, spots, and stripes	56		
Drills and jeans	56		
Jaconets	56	73	96
Longcloths	56		
Mulls	56		
Nainsooks	56		
Shirtings	56		
Other White goods	56		

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Cotton, manufactures of—*cont.*			
Piece goods—*cont.*			
Coloured, printed, or dyed:			
Cambrics, twills, and muslins	57		
Chádars, dhutis, sáris, and scarves	57	73	96
Drills	57		
Jaconets	57		
Mulls	57		
Prints and chintz	57	73	96
Shirtings	57		
Other Coloured, &c., goods	57		
Canvas	58	—	—
Handkerchiefs and shawls in the piece	58	74	97
Hosiery, pure and mixed	58	74	—
Lace and patent net	58	—	—
Rope	58	—	—
Thread, sewing	58	74	97
Other Cotton manufactures	58	74	97
Cotton, raw	51	—	89
„ seeds	—	—	93
Cowries, Shells and	53	72	94
Cummin seeds	—	—	92
Cutch	—	—	85
Cutlery, Hardware and (see "Hardware and Cutlery").			
Cyanide of potassium	47	—	—
Cycles	62	—	—
„ motor, and motor cars	62	—	—
D			
Dammer, Pitch, tar, and	52	—	—
Dates	39	69	—
Dhutis (included with "Chádars, etc.")			
Dil seed, sawa or,	—	—	92
Disinfectants	47	—	—
Drapery (included with "Apparel, etc.")			
Drills (coloured)	57	—	—
„ and jeans (white)	56	—	—
„ jeans, sheetings (grey)	55	—	—
Drugs and Medicines:			
Aloes	48	—	—
Asafœtida	48	—	—
Camphor	48	71	—
Cassia lignea	48	71	—
Chinchona bark	—	—	84
Cocaine	48	—	—
Galangal	48	—	—
Proprietary and patent medicines	48	—	—
Quinine	48	—	—
Saccharin	48	—	—
Storax	48	—	—
Other sorts of drugs and medicines	48	71	84
Dyeing and Tanning Materials:			
Alizarine	49	71	—
Aniline	50		
Cochineal	50	—	—
Cutch	—	—	85
Gambier	50	—	—
Indigo	50	—	85
Myrabolams	—	—	86
Safflower	—	—	86
Saffron	50	—	—
Turmeric	—	—	86
Other sorts	50	71	86
Dynamite, and all other explosives (excluding gunpowder)	61	—	—
E			
Earthenware and porcelain	63	76	—
Earthenware piping	62		
Ebony wood	—	—	95
Electrical apparatus, etc.	64	—	—
„ machinery	46	—	—
Enamelled ironware	46	—	—
Envelopes, Writing paper and	66	—	—
Essential oils	50	—	87
Essential seeds (for details see under "Seeds").			
Explosives, Dynamite and all other (excluding gunpowder)	61	—	—

ARTICLES.	IMPORTS.	EXPORTS. Foreign merchandise.	EXPORTS. Indian merchandise.
	Page	Page	Page
F			
Farinaceous foods	39	—	—
Fennel seed	—	—	92
Fenugreek seed	—	—	92
Firearms and parts thereof	61	75	—
Fireworks	63	—	—
Fishing rods and lines (included with "Sticks and whips").			
Fish manure	—	—	91
Fishmaws and sharkfins	39	69	80
Fish, dry, salted	39	—	80
,, ,, unsalted	39	—	80
,, wet salted (*ngapi*)	39	—	—
Fishplates, Rails and, of steel and iron	47	—	—
Flax, manufactures of	—	74	97
Canvas	59	—	—
Piece goods	59	—	—
Other sorts (including twist and yarn)	59	—	—
Floor-cloth, Oil-cloth and	66	—	—
Flour, rice	—	—	79
,, wheat	36	—	80
Fodder, bran, and cattle food (including hay and straw and oilcake)	51	—	89
Fruits and vegetables, dried, salted, or preserved (for details see under "Provisions").			
Fruits and Vegetables, fresh :			
Fruits—			
Cocoanuts	36	—	—
Cocoanut kernel or copra	—	—	77
Other sorts	36	—	77
Vegetables	36	—	77
Fuel oils	50	—	—
Fuel, patent	51	—	—
Furniture, Cabinetware and	62	75	100
G			
Galangal	48	—	—
Galvanised iron, Sheets and plates of	43	—	—
Gambier	50	—	—
Games, Toys and requisites for	68	—	102
German-silver (see under "Metals")			
Ghi	40	—	81
Gin	37	—	—
Ginger	—	—	82
Girders, Beams, pillars, and bridge-work of iron	42	—	—
,, ,, ,, of steel	44	—	—
Glass and glassware	—	76	—
Bangles	64	—	—
Beads and false pearls	64	—	—
Bottles, common	64	—	—
Lampware	64	—	—
Sheet and plate glass	64	—	—
Other wares	64	—	—
Goat skins (see "Hides and Skins").			
Gold and silver plate	65	76	101
,, ,, ,, thread	61	—	—
Grain and pulse	—	69	—
Barley	—	—	77
Gram	—	—	77
Jáwar and Bájra	36	—	78
Oats	—	—	78
Pulse	36	—	78
Rice in the husk	—	—	78
,, not in the husk	36	—	78
,, flour	—	—	79
Wheat	36	—	79
,, flour	36	—	80
Other sorts	36	—	80
Gram	—	—	77
Groundnut oil	—	—	87
,, seeds	—	—	93
Gums and Resins	52	72	—
Arabic	—	—	89
Other sorts	—	—	89
Gunny bags	59	—	97
,, cloth	—	—	98
Gunpowder, common	61	—	—
,, sporting	61	—	—

ARTICLES.	IMPORTS.	EXPORTS. Foreign merchandise.	EXPORTS. Indian merchandise.
	Page	Page	Page
H			
Haberdashery	61	75	99
Hams, Bacon and	39	—	—
Handkerchiefs and shawls in the piece	58	74	97
Hardware and Cutlery, including plated ware :			
Cutlery	45		
Hardware :			
Agricultural Implements	45		
Other implements and tools	45	71	84
Enamelled ironware	46		
Lampware	46		
Sewing machines	46		
Other sorts	46		
Harness, Saddlery and	65	—	102
Hats	61	—	—
Hatters' ware	61	—	—
Hemp, manufactures of	59	—	97
,, raw	52	—	90
Hides and Skins :			
Hides, dressed or tanned	64	—	101
,, raw	52	—	90
Skins, dressed or tanned	64	—	—
Goat	—	—	101
Sheep	—	—	101
Other	—	—	101
Skins, raw	52	—	—
Goat	—	—	90
Sheep	—	—	90
Other	—	—	90
Hoop Iron	42	—	—
,, Steel	45	—	—
Hops	37	—	—
Horn and hornmeal	—	—	90
Horses	36	—	77
Hosiery, cotton, pure and mixed	58	74	—
,, woollen	60	—	—
I			
Indigo	50	—	85
Ingots, tiles, cakes, and bricks of unwrought copper	41	—	—
Instruments, apparatus, and appliances, and parts thereof :			
Electrical	64	—	—
Musical	64	76	—
Optical	65	—	—
Photographic	65	76	—
Scientific, philosophical, and other kinds	65	76	—
Surgical	65	—	—
Typewriters	65	—	—
Iron (for details see under "Metals").			
Ivory (unmanufactured)	52	72	91
,, manufactures of	65	—	—
J			
Jaconets :			
Grey	55	—	—
White	56	—	—
Coloured	57	—	—
Jadestone	—	—	91
Jams and jellies	40	—	—
Japanese Ware, Chinese and	63	75	—
Jáwar and Bájra	36	—	78
Jeans, Drills and (white)	56	—	—
,, sheetings, and drills (grey)	55	—	—
Jellies, Jams and	40	—	—
Jewellery, unmanufactured :			
Precious stones and pearls unset	52	72	91
Jewellery, manufactured :			
Jewellery	65	76	101
Plate of gold and silver	65		101
Jinjili, Til or, oil	—	—	88
,, ,, seeds	—	—	94
Jute, manufactures of :			
Canvas	59	—	—
Gunny bags	59	—	97
,, cloth	—	—	98
Rope and twine	—	—	98
Twist and yarn	59	—	97
Other kinds	59	—	98
Jute, Raw	—	—	91

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
K			
Kentledge, Anchors, cables and, of iron	42	—	—
Kerosene oil (in bulk)	50	72	87
„ „ (in cases)	50		
Keys, Sleepers and, of steel and iron	47	—	—
Kniting wool, Yarn and	60	—	—
L			
Lac :			
Button	—	—	101
Seed	—	—	91
Shell	—	—	101
Stick	52	—	91
Other kinds	—	—	101
Lace and patent net	58	—	—
Lacquered-ware (included with "Chinese and Japanese ware, etc.").			
Lametta	41	—	—
Lampware (glass)	64	—	—
„ (hardware)	46	—	—
Lard	—	—	81
Lead (for details see under "Metals").			
Leather, Unwrought	65	—	102
„ Manufactures of :			
Saddlery and harness	65	—	102
Other sorts (excluding boots and shoes	65	—	102
Lime, Chalk and	62	—	—
Linseed oil	51	—	87
„ seed	—	—	93
Liqueurs	37	—	—
Liquors	—	69	—
Ale, beer, and porter	37	—	—
Cider and other fermented liquors	37	—	—
Spirit :			
Brandy	37	—	—
Gin	37	—	—
Liqueurs	37	—	—
Rum	37	—	—
Whisky	37	—	—
Spirit used in drugs, medicines or chemicals	37	—	—
Spirit, perfumed	37	—	—
„ methylated	38	—	—
Other sorts of Spirit	38	—	—
Wines :			
Champagne	38	—	—
Claret	38	—	—
Port	38	—	—
Sherry	38	—	—
Other sorts	38	—	—
Lithographing materials, Printing and	67	—	—
Locomotives (excluding those for railways)	46	—	—
Locomotive engines and tenders (railway) and parts thereof	47	—	—
Longcloths (White)	56	—	—
Lubricating oils	51	—	—
M			
Machinery and Millwork	—	71	84
Agricultural (not being steam)	46	—	—
Steam Engines and parts :			
Locomotives (excluding those for railways)	46	—	—
Other sorts	46	—	—
Not steam engines :			
Electrical	46	—	—
Mining	46	—	—
Textile	46	—	—
Other descriptions :	46	—	—
Machines, sewing	46	—	—
Madapollams (grey)	55	—	—
Manganese ore	—	—	83
Manures :			
Animal bones	—	—	91
Fish manure	—	—	91
Oilcake	—	—	91
Other kinds	—	—	91
Maps and charts (included with "Books and printed matter").			
Marble, Stone and	53	—	—
Matches	66	—	—

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Materials, Railway, for construction (for details see under "Railway plant and rolling stock").			
Mats and matting	66	—	—
Medicines (see under "Drugs and Medicines").			
Metals :			
Brass :			
Wrought	41	70	83
Chromite (Chrome iron ore)	—	—	83
Copper :			
Old, for re-manufacture	41	—	83
Unwrought	—	70	—
Tiles, ingots, cakes, and bricks	41	—	—
Other sorts	41	—	—
Wrought	—	—	83
Braziers and sheets	41	—	—
Lametta	41	—	—
Mixed or yellow metal, for sheathing	41	70	—
Other manufactures	42	70	—
German-silver	42	—	—
Iron :			
Old, for re-manufacture	42	70	83
Cast (pig)	42	—	83
Wrought :	—	70	83
Anchors, cables, and kentledge	42	—	—
Angle, bolt, and rod	42	—	—
Bar	42	—	—
Beams, pillars, girders, and bridgework	42	—	—
Bolts and nuts	42	—	—
Hoop	42	—	—
Nails, screws, rivets, and washers	43	—	—
Pipes and tubes	43	—	—
Rice bowls	43	—	—
Sheets and plates, galvanised	43	—	—
„ „ tinned	43	—	—
„ „ not galvanised or tinned	43	—	—
Wire	43	—	—
Other manufactures of iron, or of iron mixed with steel	43	—	—
Lead :			
Ore	44	—	—
Pig	44	—	—
Wrought :			
Sheets, pipes and tubes	44	—	—
Sheets for tea chests	44	—	—
Other sorts (mainly wrought)	44	—	—
Manganese Ore	—	—	83
Quicksilver	44	—	—
Steel :			
Angle, channel and spring	44	—	—
Bars	44	—	—
Beams, pillars, girders, and bridgework	44	—	—
Cast	44	—	—
Hoop	45	—	—
Plates and sheets	45	—	—
Other sorts	45	—	—
Tin :			
Ore	—	—	84
Unwrought (block)	45	71	
Wrought	45	—	—
Zinc or Spelter :			
Unwrought	45	—	—
Wrought or manufactured	45	—	—
Other Sorts	45	—	—
Unenumerated metals	45	71	84
Methylated spirit	38	—	—
Mica	—	—	92
Milk, condensed and preserved	40	—	—
Millboard, Pasteboard, and cardboard	67	—	—
Millinery	61	75	99
Millwork, Machinery and (for details see under "Machinery and Millwork").			
Mineral oils (for details see under "Oils").			
Mineral dyes (for details see under "Dyeing and tanning materials").			
Mining machinery	46	—	—
Molasses	40	—	—
Motor cars and motor cycles	62	—	—
Mowa or mowra seed	—	—	93
Mulls :			
Grey	55	—	—

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Mulls—*cont.*			
White	56	—	—
Coloured	57	—	—
Musical instruments	64	76	—
Mustard seed	—	—	93
„ or rape oil	—	—	87
Myrabolams	—	—	86
N			
Nails, screws, rivets, and washers of iron	43	—	—
Nainsooks (white)	56	—	—
Narcotics:			
Opium	49	—	85
Tobacco:			
Unmanufactured	49	71	85
Manufactured	—	71	—
Cigars	49	—	85
Cigarettes	49	—	—
Other sorts	49	—	85
Net, Lace and patent	58	—	—
Ngapi	39	—	—
Niger seed	—	—	93
Noils, Yarn, warps and, of silk	59	—	—
Nuts, bolts and, of iron	42	—	—
O			
Oats	—	—	78
Oilcake	—	—	89
„ manure	—	—	91
Oil-cloth and floor-cloth	66	—	—
Oils:			
Animal	50	—	88
Essential	50	—	87
Mineral:			
Fuel oils	50	—	—
Kerosene (in bulk)	50	72	87
„ (in cases)	50		
Lubricating oils	51	—	—
Paraffin wax	51	—	87
Other kinds	51	72	87
Vegetable, not essential:			
Castor	—	—	87
Cocoanut	51	—	8
Groundnut	—	—	87
Linseed	51	—	87
Mustard or rape	—	—	87
Til or jinjili	—	—	88
Other sorts	51	—	88
Other oils	—	72	—
Opium	49	—	85
Optical instruments, apparatus, &c.	65	—	—
Ore:			
Chrome Iron	—	—	83
Lead	44	—	—
Manganese	—	—	83
Tin	—	—	84
Ornamental wood (for details see under "Wood").			
P			
Paints and colours	66	—	102
Painters' materials	66	—	—
Paper and Pasteboard:			
Printing paper	66	—	—
Writing paper and envelopes	66	—	—
Other kinds of paper	67	—	—
Pasteboard, millboard, and cardboard of all kinds	67	—	—
Paraffin wax	51	—	87
Parasols (included with "Umbrellas").			
Patent and proprietary medicines	48	—	—
Pearls, Beads and false	64	—	—
Pearls (unset), Precious stones and	52	72	91
Pepper	—	—	82
Perfumed spirit	37	—	—
Perfumery	67	—	102
Philosophical apparatus and appliances	65	76	—
Photographic apparatus and appliances	65	76	—
Pickles, vinegar, sauces and condiments	40	—	—

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Piece Goods:			
Cotton (for details see under "Cotton, manufactures of").			
Flax	59	—	—
Silk	59	74	98
Woollen	60	74	—
Pig iron	42	—	—
„ lead	44	—	—
Pillars, beams, girders, and bridgework of iron	42	—	—
„ „ „ of steel	44	—	—
Pipes and tubes of iron	43	—	—
„ sheets, and tubes of lead	44	—	—
Piping, earthenware	62	76	—
Pitch, tar, and dammer	52	—	—
Plate and sheet glass	64	—	—
Plate, of gold and silver	65	76	101
Plated ware (included with "Hardware and Cutlery").			
Plates, Sheets and, of iron galvanised	43	—	—
„ „ „ tinned	43	—	—
„ „ „ not galvanised or tinned	43	—	—
Plates, Sheets and of steel	45	—	—
Poppy seed	—	—	93
Porcelain, Earthenware and	63	76	—
Port	38	—	—
Porter	37	—	—
Post, Articles (not specified) exported by	—	—	102
Post, Articles (not specified) imported by	68	—	—
Potassium, cyanide of	47	—	—
Precious stones and pearls, unset	52	72	91
Preserved milk	40	—	—
Printed matter, Books and	61	75	100
Printing paper	66	—	—
Printing and lithographing materials (other than paper)	67	—	—
Prints and chintz (coloured)	57	—	—
Proprietary and patent medicines	48	—	—
Provisions:			
Bacon and hams	39	—	—
Biscuits of all kinds	39	—	—
Butter	39	—	80
Canned and bottled provisions	39	—	—
Cheese	39	—	—
Farinaceous foods	39	—	—
Fish, dry, unsalted	39	—	80
„ „ salted	39	—	80
„ wet, salted (*ngapi*)	39	—	—
Fishmaws and sharkfins	39	69	80
Fruits and vegetables; dried, salted, or preserved	—	—	80
Almonds	39	—	—
Dates	39	69	—
Other fruits, &c.	39	69	—
Ghi	40	—	81
Jams and jellies	40	—	—
Lard	—	—	81
Milk, condensed and preserved	40	—	—
Pickles, vinegar, sauces and condiments	40	—	—
Other sorts of provisions	40	69	81
Pulse	36	—	78
Q			
Quicksilver	44	—	—
Quinine	48	—	—
R			
Rails and fishplates of steel and iron	47	—	—
Railway plant and rolling stock	—	71	—
Carriages and trucks and parts thereof	46	—	—
Locomotive engines and tenders and parts thereof	47	—	—
Materials for construction	—	—	84
Rails and fishplates of steel and iron	47	—	—
Sleepers and keys of steel and iron	47	—	—
Sleepers of wood	47	—	—
Other sorts	47	—	—
Rape oil	—	—	87
Rape seed	—	—	94

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Rattans, Canes and	51	—	88
Resins (see under "Gums and resins").			
Rice bowls of iron	43	—	—
„ bran	—	—	89
„ flour	—	—	79
„ in the husk	—	—	78
„ not in the husk	36	—	78
Rivets and washers of iron	43	—	—
Rod iron	42	—	—
Rope, cotton	58	—	—
„ jute	—	—	98
„ (of vegetable fibre), Cordage and	63	—	100
Rugs (woollen), Carpets and	60	—	99
Rum	37	—	—
S			
Saccharin	48	—	—
Saddlery and harness	65	—	102
Safflower	—	—	86
Saffron	50	—	—
Sal-ammoniac	47	—	—
Salt	40	—	81
Saltpetre	47	—	84
Salted fish dry	39	—	80
„ „ wet (*ngapi*)	39	—	—
Sandalwood	—	—	95
Sáris (included with "Chádars, etc.").			
Sauces	40	—	—
Sawa or dil seed	—	—	92
Scarves (included with "Chádars, etc.")			
Scientific apparatus and appliances	65	76	—
Screws, of iron	43	—	—
Seeds:	53	—	—
Essential:			
Ajama	—	—	92
Coriander	—	—	92
Cummin	—	—	92
Fennel	—	—	92
Fenugreek	—	—	92
Sawa or dil	—	—	92
Other sorts	—	—	92
Other than essential:			
Castor	—	—	92
Cotton	—	—	93
Groundnut	—	—	93
Linseed	—	—	93
Mowa or mowra	—	—	93
Mustard	—	—	93
Niger	—	—	93
Poppy	—	—	93
Rape	—	—	94
Tea	—	—	94
Til or jinjili	—	—	94
Other sorts	—	—	94
Sewing machines	46	—	—
Sharkfins, Fishmaws and	39	69	80
Shawls, woollen	60	—	—
„ Handkerchiefs and, Cotton	58	74	97
Sheep skins (see "Hides and Skins").			
Sheets of lead for tea-chests	44	—	—
„ pipes, and tubes of lead	44	—	—
Sheet and plate glass	64	—	—
Sheets and plates of galvanised iron	43	—	—
„ „ „ tinned	43	—	—
„ „ „ not galvanised or tinned	43	—	—
Sheets and plates of steel	45	—	—
Sheets, braziers and, wrought copper	41	—	—
Shellac	—	—	101
Shells and Cowries	53	72	94
Sherry	38	—	—
Ships, parts of	67	—	—
Shirtings (grey)	55	—	—
„ (white)	56	—	—
„ (coloured)	57	—	—
Shoes, Boots and	61	75	99
Silk, Chasam or waste	—	—	94
„ Cocoons	—	—	94
„ manufactures of:			
Piece goods	59	74	98
Goods of silk mixed with other materials	59	74	99
Thread, sewing	59	—	—
Yarn, noils and warps	59	—	—
Other sorts	60	74	99
„ raw	53	72	94

ARTICLES.	Imports.	Exports. Foreign merchandise.	Exports. Indian merchandise.
	Page	Page	Page
Silver and gold thread	61	—	—
Silver, Plate of gold and	65	76	101
Skins (See "Hides and skins").			
Sleepers and keys of steel and iron	47	—	—
„ of wood	47	—	—
Soap	67	—	—
Soda compounds (for details see under "Chemicals").	—	—	—
Spelter, Zinc or (see under "Metals").			
Spices	40	—	—
Betelnuts	—	—	81
Cardamoms	—	—	81
Chillies	—	—	81
Cloves	—	69	—
Ginger	—	—	82
Pepper	—	—	82
Other sorts	—	69	82
Spirit (for details see under "Liquors")			
Spring steel	44	—	—
Stationery (excluding paper)	67	76	—
Steam engines and parts (for details see under "Machinery and millwork").			
Steel (for details see under "Metals").			
Sticks and whips (including fishing-rods and lines)	68	—	—
Stone and Marble	53	—	—
Storax	48	—	—
Straw (included with "Fodder, etc.").			
Sugar:			
Refined or crystallised	40	70	82
Unrefined	40	—	82
Molasses	40	—	—
Confectionery	40	70	—
Sulphur (brimstone)	48	—	—
Sulphuric Acid	48	—	—
Sunshades (included with "Umbrellas").			
Surgical Instruments, etc.	65	—	—
T			
Tallow	53	—	94
Tanning materials (for details see under "Dyeing and tanning materials").			
Tar	52	—	—
Tea-chests (entire or in sections)	68	—	—
„ sheets of lead for	44	—	—
T-cloths and domestics (grey)	55	—	—
Tea	41	70	83
Tea seed	—	—	94
Tea waste	—	—	83
Teakwood	53	—	95
Telegraphs, Materials for construction of	68	—	—
Textile machinery	46	—	—
Thread, gold and silver	61	—	—
Thread, sewing:			
Cotton	58	74	97
Silk	59	—	—
Til or jinjili oil	—	—	88
„ „ seeds	—	—	94
Tiles, ingots, cakes, and bricks of unwrought copper	41	—	—
Tiles, Bricks and, for building, etc.	62	—	100
Tin (for details see under "Metals")			
Tobacco, unmanufactured	49	71	85
„ manufactured	49	71	85
Toys and requisites for games	68	—	102
Trucks, Railway carriages and	46	—	—
Tubes, Pipes and, of iron	43	—	—
„ sheets, pipes and, of lead	44	—	—
Turmeric	—	—	86
Twine, Rope and, of jute	—	—	98
Twist and Yarn:			
Cotton	54	73	96
Flax	59	—	—
Jute	59	—	97
Typewriters	65	—	—
U			
Umbrellas, including parasols, etc.	68	—	—
Umbrella fittings	68	—	—
Uniforms (included with "Apparel, etc.")			
Unsalted fish (dry)	39	—	80

ARTICLES.	IMPORTS.	EXPORTS. Foreign merchandise.	EXPORTS. Indian merchandise.
	Page	Page	Page
V			
Vegetables, Fruits and, dried, salted, or preserved (for details see under "Provisions").			
,, ,, ,, (fresh)	36	—	77
Vegetable oils (for details see under "Oils").			
Vinegar	40	—	—
W			
Warps, Yarns; noils and, of silk	59	—	—
Washers, of iron	43	—	—
Watches, Clocks and	63	—	—
Wax:			
Bees'	—	—	95
Paraffin	51	—	87
Wheat	36	—	79
,, flour	36	—	80
Whips, Sticks and (including fishing rods and lines)	68	—	—
Whisky	37	—	—
Wines (for details see under "Liquors").			
Wire iron	43	—	—
Wood:			
Teak	53	—	95
Other timber	53	—	95
Ornamental:			
Ebony	—	—	95
Sandal	—	—	95
Other kinds	—	—	95
Other sorts	53	—	—
Wood, manufactures of	68	—	102
Wool, manufactures of:			
Braids	60	—	—
Carpets and rugs	60	—	99
Hosiery	60	—	—
Piece goods	60	74	—
Shawls	60	—	—
Yarn and knitting wool	60	—	—
Other sorts	60	74	99
Wool, raw	53	72	95
Writing paper and envelopes	66	—	—
Y			
Yarn, noils and warps, silk	59	—	—
Yarn, Twist and:			
Cotton	54	73	96
Flax	59	—	—
Jute	59	—	97
Yarn, woollen and knitting wool	60	—	—
Yellow metal for sheathing	41	70	—
Z			
Zinc or spelter (for details see under "Metals").			

+ 40

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